

**PLANNING COMMISSION AGENDA**  
**June 21, 2017**  
**CITY COUNCIL CHAMBERS**  
**6:30 p.m.**  
**50 Natoma Street**  
**Folsom, California 95630**

**CALL TO ORDER PLANNING COMMISSION:** Justin Raithel, Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Jennifer Lane, Kevin Mallory, Chair Ross Jackson

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

**PLEDGE OF ALLEGIANCE**

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

**MINUTES**

The minutes of June 7, 2017 will be presented for approval.

**CONTINUED ITEM**

- PN 16-321, Prospect Ridge Subdivision, 535 Levy Road – General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of a Mitigated Negative Declaration – Continued from the June 7, 2017 Planning Commission Meeting**

A Public Hearing to consider a request from Stonebridge Properties for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 35-unit single-family residential subdivision on a 9.64-acre site located at 535 Levy Road. The zoning classification for the site is M-2 PD, while the General Plan land-use designation is IND. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: Stonebridge Properties)**

## **NEW BUSINESS**

### **2. PN 17-178, 1010 East Bidwell Street Commercial Design Review and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from SKW Architects for Commercial Design Review Approval for exterior modifications to an existing 32,300-Square-Foot Commercial Building (former Mervyn's Store) at 1010 East Bidwell Street. The zoning designation for the site is C-2 PD (Central Business, Planned Development District) and the General Plan designation is CCD (Central Commercial Mixed-Use District). This project is categorically exempt from environmental review under Section 15301 of the CEQA Guidelines (Existing Facilities). **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: SKW Architects)**

### **3. PN 17-110, Harvest Subdivision - Planned Development Permit Modification**

A Public Hearing to consider a request from Cal Atlantic Homes for a Planned Development Permit Modification for the 116-unit Harvest Subdivision project. Specifically, Cal Atlantic Homes is requesting design review approval for six (6) master plans, while also seeking to modify specific development standards for relative to maximum lot coverage and front yard building setbacks. The zoning for the project site is R-1-M PD and the General Plan designation is SF. A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Harvest Subdivision project (PN 10-252) on April 14, 2015 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Principal Planner, Steve Banks / Applicant: Cal Atlantic Homes)**

### **4. PN 17-045, Bidwell Pointe Mixed-Use Project, 125 East Bidwell Street – Planned Development Permit**

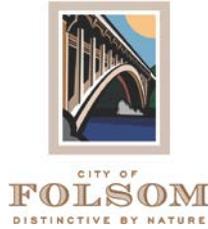
A Public Hearing to consider a request from St. Anton Communities for approval of a Planned Development Permit for development of a 140-unit mixed-use master planned community to be known as Bidwell Pointe. The proposed project, which includes development of seven (7) three-story mixed-use buildings totaling 211,939 square feet, is located on a 4.2-acre site located near the southeast corner of the intersection of Riley Street and East Bidwell Street. The project is zoned MU (General Mixed-Use Overlay Zone) and the General Plan land-use designation for the site is MU (Mixed-Use). The project is categorically exempt from the California Environmental Quality Act (CEQA) under In-Fill Development Projects (15332). **(Project Planner: Principal Planner, Steve Banks / Applicant: St. Anton Communities)**

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

The next Planning Commission meeting is scheduled for **July 5, 2017**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2<sup>nd</sup> Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is 355-7222 and FAX number is 355-7274.

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

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



**PLANNING COMMISSION MINUTES**  
**June 7, 2017**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

**CALL TO ORDER PLANNING COMMISSION:** Kevin Mallory, Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Jennifer Lane, Justin Raithel, Chair Ross Jackson

**ABSENT:** Jackson, Raithel

**CITIZEN COMMUNICATION:** None

**MINUTES:** The minutes of May 17, 2017 were approved as submitted.

**CONTINUED ITEM**

- 1. PN 16-321, Prospect Ridge Subdivision, 535 Levy Road – General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of a Mitigated Negative Declaration – Continued from the May 17, 2017 Planning Commission Meeting**

A Public Hearing to consider a request from Stonebridge Properties for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 35-unit single-family residential subdivision on an 8.69-acre site located at 535 Levy Road. The zoning classification for the site is M-2 PD, while the General Plan land-use designation is IND. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: Stonebridge Properties)**

COMMISSIONER SCOTT MOVED TO CONTINUE PN 16-321, PROSPECT RIDGE SUBDIVISION, LOCATED AT 535 LEVY ROAD TO THE JUNE 21, 2017 PLANNING COMMISSION MEETING.

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

AYES: MALLORY, RALLS, SCOTT, ARNAZ, LANE  
NOES: NONE  
ABSTAIN: NONE  
ABSENT: JACKSON, RAITHEL

2. **PN 15-303, Folsom Heights Subdivision – Large Lot Tentative Vesting Subdivision Map, Small Lot Vesting Tentative Subdivision Map, Design Guidelines, and Development Agreement Amendment – Continued from the May 3, 2017 Planning Commission Meeting**

A Public Hearing to consider a request from Folsom Heights, LLC, for approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Design Guidelines and Development Agreement Amendment for development of a 530-unit single-family residential subdivision on a 189.7-acre site located within the Folsom Plan Area. The project site is generally located south of U.S. Highway 50, north of White Rock Road, east of Empire Ranch Road, and west of the El Dorado County line. 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: Folsom Heights, LLC)**

COMMISSIONER SCOTT MOVED TO RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING TWENTY-FIVE (25) LARGE LOTS AS ILLUSTRATED ON ATTACHMENT 3 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING FOUR HUNDRED AND SEVEN (407) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 4 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE PROJECT DESIGN GUIDELINES FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT AS ILLUSTRATED ON ATTACHMENT 12 WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C – H; TENTATIVE SUBDIVISION MAP FINDINGS I – P; DEVELOPMENT AGREEMENT AMENDMENT FINDINGS Q – U; CONDITIONS OF APPROVAL LARGE-LOT VTSM NO. 1-17, MODIFYING CONDITION NO. 5 TO READ AS FOLLOWS: “Street Names - The street names identified below shall be used for the Final Small-Lot Map: Empire Ranch Road, Alder Creek Parkway, ~~Prima Drive~~, Summit Street, Bold Place, Highland Street, Folsom Heights Drive, Hillside Street, Hilltop Street, Paris Place, Deerfield Drive, Desmond Drive, Hillcrest Street, Cozy Court, Diego Court, Dakota Court, Skyview Drive, Rustic Ridge Drive, Iron Horse, Terrace Circle, Lone Leaf Drive, Hornet Street, and Mustang Street.”; CONDITIONS OF APPROVAL SMALL-LOT VTSM NO. 1-181, MODIFYING CONDITION NO. 6 TO READ AS FOLLOWS: “Street Names - The street names identified below shall be used for the Final Small-Lot Map: Empire Ranch Road, Alder Creek Parkway, ~~Prima Drive~~, Summit Street, Bold Place, Highland Street, Folsom Heights Drive, Hillside Street, Hilltop Street, Paris

Place, Deerfield Drive, Desmond Drive, Hillcrest Street, Cozy Court, Diego Court, Dakota Court, Skyview Drive, Rustic Ridge Drive, Iron Horse, Terrace Circle, Lone Leaf Drive, Hornet Street, and Mustang Street.”; MODIFYING CONDITION NO. 172 TO READ AS FOLLOWS: “Project Phasing - The owner/applicant shall construct the portion of Empire Ranch Road from the southern project boundary to the intersection of Empire Ranch Road and Alder Creek Parkway to its ultimate horizontal and vertical alignment with the Phase 3A portion of the Folsom Heights Subdivision project. The owner/applicant shall construct the portion of Empire Ranch Road from Alder Creek Parkway to the border of Large Lot 11/Large Lot 25 to its ultimate horizontal and vertical alignment with the Phase 1 portion ~~4 portion~~ of the Folsom Heights Subdivision project. In addition, the owner/applicant shall construct the Prima Drive EVA and the “D’ Drive Temporary Emergency Turnaround to their ultimate horizontal and vertical alignment with the Phase 1 portion of the Folsom Heights Subdivision project. The aforementioned roadway improvements shall be constructed as shown on the Vesting Small-Lot Tentative Subdivision Map and in accordance with the phasing plan. In addition, all required utility and roadway improvements shall be constructed in coordination with the phasing of the construction of the Empire Ranch Road street segments as shown on the Small-Lot Vesting Tentative Subdivision Map to the satisfaction of the City.”; MODIFYING CONDITION NO. 173 TO READ AS FOLLOWS: “Alder Creek Parkway Improvements - The owner/applicant shall construct Alder Creek Parkway from the intersection of Empire Ranch Road and Alder Creek Parkway to the intersection of Alder Creek Parkway and “N” Drive as shown on the updated Phasing Exhibit (dated received June 7, 2017), the approved Small-Lot Vesting Tentative Subdivision Map, and the approved Off-Site Improvements Exhibit. In addition, the owner/applicant shall construct temporary turnarounds within “F” Drive and “G” Drive where the boundary of Phase I meets the boundary of Phase II as shown on the updated Phasing Exhibit. The aforementioned improvements shall be constructed with the Phase 1 portion ~~2 portion~~ of the Folsom Heights Subdivision project to the satisfaction of the Community Development Department.”; MODIFYING CONDITION NO. 174 TO READ AS FOLLOWS: “Prima Drive Improvements - The Prima Drive Extension from the project site to the intersection of Stonebriar Drive and Prima Drive in El Dorado County shall be limited to emergency vehicle access (EVA) only. The owner/applicant shall construct the Prima Drive EVA to its ultimate horizontal and vertical alignment from the project site to the intersection of Stonebriar Drive and Prima Drive-as shown on the approved Small-Lot Vesting Tentative Subdivision Map. ~~—and the approved Off Site Improvements Exhibit.—~~The aforementioned improvements shall be constructed with the Phase 1 portion of the Folsom Heights Subdivision project to the satisfaction of the Community Development Department and El Dorado County. The Prima Drive EVA shall be limited to twenty (20) feet in width to the satisfaction of the Community Development Department.”

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

AYES:	MALLORY, RALLS, SCOTT, ARNAZ, LANE
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	JACKSON, RAITHEL

## **PLANNING MANAGER REPORT**

None

RESPECTFULLY SUBMITTED,

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Amanda Palmer, SECRETARY

**APPROVED:**

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Ross Jackson, CHAIRMAN

**PLANNING COMMISSION STAFF REPORT**

<b>PROJECT TITLE</b>	Prospect Ridge Subdivision
<b>PROPOSAL</b>	Request for approval of a Mitigated Negative Declaration, General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 35-unit single-family residential subdivision
<b>RECOMMENDED ACTION</b>	Approve, based upon findings and subject to conditions
<b>OWNER/APPLICANT</b>	Teichert Land Company/Stonebridge Properties
<b>LOCATION</b>	The 9.64-acre project site is located at 535 Levy Road
<b>ASSESSOR PARCEL NUMBER</b>	APN: 071-0370-003
<b>SITE CHARACTERISTICS</b>	The project site includes a developed/paved area with several structures, an unmaintained wastewater pond, and mounds of concrete waste associated with the former Teichert Ready Mix Plant. The site has steep topography including near vertical slopes that descend from Levy Road towards Humbug Creek. The undeveloped portion of the site contains a variety of native trees, shrubs, and plants. Included among the trees are 126 protected oak trees.
<b>GENERAL PLAN DESIGNATION</b>	IND (Industrial/Office Park)
<b>ZONING</b>	M-2 PD (General Industrial, Planned Development District)
<b>ADJACENT LAND USES/ZONING</b>	North: Levy Road with Single-Family Residential (R-4 PD) and Commercial Development (M-2 PD) Beyond

South: Sacramento-Placerville Joint-Powers Authority Transportation Corridor (M-2 PD) with the Humbug-Willow Creek Parkway (OSC) and Blue Ravine Road Beyond

East: Levy Neighborhood Park (R-1-M PD) with Single-Family Residential Development (R-1-M PD) Beyond

West: Former Folsom Dog Resort Property (M-2 PD) and Future Masjid Bilal Community Center Property (M-2 PD) with Sibley Street Beyond

### **PREVIOUS ACTION**

Approval of a Planned Development Permit for development of a concrete batch plant by the Planning Commission in 1978, Approval of a Development Agreement by the City Council in 1995, and Termination of a Development Agreement by the City in 2017

### **FUTURE ACTION**

Issuance of Grading and Building Permits and Approval of Improvement Plans, Final Map, and the Inclusionary Housing Agreement

### **APPLICABLE CODES**

FMC 16.00, Subdivisions  
FMC 17.13, Residential, Single-Family Dwelling, Small Lot District  
FMC 17.38, Planned Development District  
FMC 17.57, Parking Requirements  
FMC 17.104, Inclusionary Housing  
Subdivision Map Act

### **ENVIRONMENTAL REVIEW**

An Initial Study and Mitigated Negative Declaration have been prepared for the project in accordance with the California Environmental Quality Act (CEQA)

### **ATTACHED REFERENCE MATERIAL**

1. Vicinity Map
2. General Plan Amendment Exhibit
3. Rezone Exhibit
4. Preliminary Site Plan, dated June 1, 2017
5. Tentative Subdivision Map, dated June 1, 2017
6. Preliminary Grading and Drainage Plan, dated June 1, 2017
7. Preliminary Utility Plan, dated June 1, 2017

8. Preliminary Landscape Plan, dated March, 2017
9. Access and Circulation Plan, dated February 22, 2017
10. Preliminary Site Details, dated March, 2017
11. Preliminary Oak Tree Mitigation Plan
12. Inclusionary Housing Plan
13. Prospect Ridge Subdivision Design Guidelines and Development Standards
14. Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program
15. Development Agreement by and between City of Folsom and Teichert Land Company
16. Request and Notice of Termination of Development Agreement
17. Letter from Applicant Regarding Justification for Land Use Change
18. Site Photographs

## **PROJECT PLANNER**

Steve Banks, Principal Planner

## **BACKGROUND**

In 1978, the Planning Commission approved a Planned Development Permit for development and operation of a concrete batch plant on the 9.64-acre project site. In 1984, the Teichert Land Company acquired the subject site and continued to operate a ready mix facility on the property. Existing buildings on the site include a batch plant, a workshop, and a construction trailer. When the site was actively operated, the batch plant was used to load ready mix products into mixers, which were then fed by a conveyor belt transferring aggregate and other materials from the northern portion of the property near Levy Road. The workshop was used for maintenance of the overall facility as well as for storage of equipment. A concrete and cinder block-lined wastewater holding facility is located on the southwest portion of the site and was used to collect water from the truck wash area. The wastewater holding facility (or washout pond) stored water that would be reused during the industrial process. The Teichert Land Company ceased operation of the ready mix facility in 2010 and use of the property has remained inactive since that time. It is important to note that there were no environmental issues identified with cessation of the ready mix facility.

## **APPLICANT'S PROPOSAL**

The applicant, Stonebridge Properties, is requesting approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 35-unit single-family residential subdivision on a 9.64-acre site located at 535 Levy Road. A General Plan Amendment is proposed to change the land use designation from IND (Industrial/Office Park) to SF (Single Family), while a Rezone is proposed to change the zoning designation from M-2 PD (General Industrial, Planned Development District) to R-1-M PD (Single-Family Small Lot, Planned Development District). A Tentative Subdivision Map is proposed to create 35 single-family residential home lots and three landscape lots, and on those residential lots a Planned Development Permit is proposed for development of 35 single-family residential homes and associated site improvements.

As part of this development application, the applicant has submitted a comprehensive set of design guidelines and development standards for the Prospect Ridge Subdivision. The primary purpose of the design guidelines is to articulate the architectural and design expectations for a comprehensive vision of the proposed residential neighborhood; the common area landscapes, hardscapes, open spaces, fencing, entry features and site lighting; and the design character of individual homes. The goal of the development standards is to establish a regulatory framework for the design and placement of individual homes on the residential lots. It is important to note that the applicant has

not submitted specific architectural and design details (building elevations, floor plans, color/materials board, etc.) for the proposed single-family homes at this time. The final design details are subject to review and approval by the Planning Commission as part of a future Planned Development Permit Modification application (Condition No. 62).

Primary vehicle access to the project site is provided by a new street (Willow Ridge Court) located on the south side of Levy Road, located approximately 500 feet east of the intersection of Sibley Street and Levy Road. Secondary access is provided by an emergency vehicle access driveway also located on the south side of Levy Road, approximately 900 feet west of the primary street entrance. Internal circulation is facilitated by a single interior court that accommodates two-way vehicle traffic and also has a cul-de-sac at the western end to allow turning movements. Pedestrian circulation is promoted by new internal sidewalks that will connect to a proposed sidewalk located adjacent to Levy Road. The proposed project includes a total of 105 parking spaces including 70 garage parking spaces and 35 on-street parking spaces. Additional site improvements include: underground utilities, curbs, gutters, sidewalks, site walls and fencing, site lighting, site landscaping, and a stormwater detention basin.

### **GENERAL PLAN AND ZONING CONSISTENCY**

The current General Plan land use designation for the project site is IND (Industrial/Office Park) and the current zoning classification for the site is M-2 PD (General Industrial, Planned Development District). The applicant is proposing a General Plan Amendment to change the land use designation for the 9.64-acre project site from IND (Industrial/Office Park) to SF (Single Family) and a Rezone to change the zoning designation from M-2 PD (General Industrial, Planned Development District) to R-1-M PD (Single-Family Small Lot, Planned Development District). The proposed Zoning designation corresponds with the proposed General Plan designation boundary lines. The project is consistent with both the proposed General Plan land use designation and the proposed Zoning designation for the site, as single-family residential development is identified as a permitted land use within the zoning district on this site (Folsom Municipal Code, Section 17.13). In addition, the project is consistent with the following General Plan Goals and Policies as outlined below:

#### **GOAL 1 (Land Use)**

To retain and enhance Folsom's quality of life, separate identify, and sense of community.

#### **POLICY 1.1**

New development shall preserve and/or enhance to the maximum degree feasible, the existing natural vegetation, landscape features, and open space consistent with the Goals and Policies of this plan.

The proposed project is consistent with this policy in that 1.79-acres of landscaped/open space area is being provided including a 30-foot-wide natural landscape buffer along the southern property boundary adjacent to the Humbug-Willow Creek Corridor.

#### **POLICY 1.3**

Each residential neighborhood should be planned with at least one park/recreational/school area within approximately one half mile of each residential unit.

The proposed project is consistent with this policy in that the project is located adjacent to Levy Park and is situated approximately .15 miles from an access point to the Humbug-Willow Creek trail system.

#### POLICY 1.9

Development proposed along streams shall be in conformance with a comprehensive development and management plan to be prepared for stream waterbeds prior to project approval.

The proposed project is consistent with this policy in that the project is in compliance with the Humbug-Willow Creek Design Guidelines through the provision of a 30-foot-wide natural landscape buffer, providing additional landscape parcels, establishing buildable pad areas, and minimizing lighting and glare impacts to the creek area.

#### **GOAL 2 (Land Use)**

To ensure that the City exercises appropriate controls over the planning process.

#### POLICY 2.3

General Plan Amendments may be approved when the applicant has successfully indicated substantial benefit could be derived from the project. Requests for land use changes must include an evaluation of economic, social, and environmental factors which would be enhanced by a change in land use. Design features for open space, improved recreational facilities, protection of natural features, and sensitivity to surrounding development shall be carefully evaluated.

The proposed project is consistent with this policy in that the project applicant has successfully demonstrated that the change in land use from industrial to residential will be beneficial to the community from an economic, social, and environmental perspective. In terms of economic benefits, the project will result in the re-use of a site that has been dormant for the past seven years (see Attachment 17), leading to additional property tax revenue for the City and ancillary revenue streams for businesses in the community. With respect to social benefits, the project will provide additional housing opportunities through the construction of 35 single-family residential units. In relation to environmental benefits, the project will create a 30-foot-wide transitional buffer area adjacent to the Humbug-Willow Creek corridor, helping preserve the natural open space setting along the southern property boundary. The project will also result in the preservation of 67 protected oak trees and the replanting of additional oak trees on the project site. In addition, the project is subject to several park-related impact fees (Quimby Fees and Park Impact Fees) that will directly result in improved recreational facilities throughout the City.

#### **GOAL 8 (Land Use)**

To allow a variety of housing types which provides living choices for Folsom residents.

#### POLICY 8.2

In order to promote a more diverse housing stock and to allow for a greater mix of compatible densities, five residential density ranges shall be established and applied to various residential areas. Examples of these housing types are defined in Figure 21-5 of the General Plan Land Use Element.

The proposed project is consistent with this policy in that the subdivision includes development of single-family detached homes, which are one of the five permitted housing types identified within Figure 21.5 of the General Plan Land Use Element. In addition, the proposed project is subject to the Inclusionary Housing Ordinance and will pay in-lieu fees that will be utilized to subsidize affordable housing projects throughout the City.

**POLICY 8.5**

Sufficient off-street parking for residents shall be included in the design of all residential projects.

The proposed project is consistent with this policy in that 105 on-site parking spaces (including 35 off-street parking spaces) are being provided, thus meeting the parking requirements established by the Folsom Municipal Code, Section 17.57.040.

**POLICY 8.7**

Residential densities for each land use category will be based upon the range of densities which is established for each category of residential use. The Single-Family (SF) residential density is established at 2-3.9 units per acre.

The proposed project is consistent with this policy in that the subdivision is being developed at a residential density of 3.6 units per acre.

**GP GOAL 9 (Land Use)**

To set criteria which would allow for flexibility in the siting of land uses within a planned area.

**GP POLICY 9.3**

To encourage the preservation of open spaces and natural features of the landscape, a project applicant may be allowed to concentrate the proposed development on a portion of the site through the clustering of buildings, smaller lot sizes, taller buildings, provided that the overall unit buildout within the plan area shall not exceed that authorized by the Land Use Element of the General Plan.

The proposed project is consistent with this policy in that development of the residential lots within the project site is concentrated along Levy Road and away from the Humbug-Willow Creek corridor to the south. Significant amounts of natural and landscaped open space areas have also been preserved within the subdivision as shown on Attachment 8, thus preserving many of the natural features within the project site. In addition, the project includes 35 single-family residential units (3.6-units per acre), which is consistent with the unit allocation prescribed by General Plan Land Use Element.

**GOAL 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.

**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.

The proposed project is consistent with this policy in that it will provide an additional 9.64-acres of land which will accommodate 35 single-family residential market rate housing units. In addition, the proposed project is subject to the Inclusionary Housing Ordinance and will pay in-lieu fees that will be utilized to subsidize affordable housing projects throughout the City.

As noted in the previous discussion, the proposed General Plan land use designation for the 9.64-acre project site is SF (Single-Family). The City of Folsom General Plan allows properties assigned with a SF land use designation to be developed at a maximum density of 3.9-units per acre. As shown on the submitted site plan, the proposed subdivision is being developed at a residential density of 3.6 dwelling units per acre (35 single-family units). Based on the aforementioned information, staff has determined that the proposed project density is consistent with the residential density established for properties assigned with a SF land use designation as it does not exceed the maximum residential density of 3.9 dwelling units per acre.

In evaluating the request for approval of a General Plan Amendment and a Rezone, City staff took into consideration the compatibility of the proposed land use in relation to the existing land uses in the immediate project vicinity. In addition, staff considered the project's impact to the City's industrial-zoned land inventory. As described previously, the project site is located on a partially-developed parcel located on the south side of Levy Road, approximately 500 feet east of the intersection of Sibley Street and Levy Road. The project site is bounded by Levy Road to the north with a boat/recreational vehicle storage facility, self-storage facility, and single-family residential subdivision beyond, an open space corridor to the south with Blue Ravine Road beyond, a neighborhood park to the east with a single-family residential subdivision beyond, and a unoccupied industrially-zoned parcel (former site of the Folsom Dog Resort) to the west with the partially-developed Masjid Bilal Community Center property beyond. Additional land uses in the project vicinity include single-family residential development, multi-family residential development, commercial office development, an industrial production facility, and open space.

As described above, the project site is situated within an area that has an eclectic mixture of land uses (single-family residential, multi-family residential, commercial office, commercial storage, industrial, a mosque/community center, open space, and parks). Historically, Sibley Street (from Blue Ravine Road to Glenn Drive) and Levy Road (from Sibley Street to Riley Street) were known as an area where industrial and commercial developments were prevalent. Commercial and industrial businesses situated within this area include Gekkeikan Sake, Syblon Reid Construction, Prairie City Industrial Park, Prairie City RV Center, Gold Country Self Storage, and the Sibley Square Office Complex. However, over the course of the past twenty years, development within the project area has consisted primarily of single-family and multi-family residential projects including the Ridgeview Subdivision (132 units), the Levy Road Estates Subdivision (21 units), the Addison Place Subdivision (38 units), and the Granite City Apartments (80 units). Based on location and recent prevalence of residential development in the immediate vicinity of the project site, staff has determined that the proposed project is compatible with existing land uses in the project area.

The proposed project, which includes a Rezone from General Industrial, Planned Development District (M-2 PD) to Single-Family Residential Small Lot, Planned Development District (R-1-M PD), will result in the loss of 9.64-acres of land that is currently designated for industrial-related land uses. The M-2 zoning district allows a variety of industrial land uses including; autobody

repair, concrete batch plants, construction and material yards, equipment and tool sales, indoor and outdoor storage facilities, junkyards, lumber yards, manufacturing facilities, microbreweries, product assembly, service yards, and storage warehouses. The City currently has 725-acres of land located north of U.S. Highway 50 that is designated for industrial-related land uses within three zoning categories; Light Industrial District (M-1/475-acres), General Industrial District (M-2/44-acres), and Limited Manufacturing District (M-L/206-acres). In addition, there are 89-acres of land located south of U.S. Highway 50 (Folsom Plan Area) that are designated for industrial and office park-related land uses. If approved, the proposed project would result in a 1% decrease (a decrease from 814-acres to 804-acres) in the overall amount of industrial-zoned land within the City. Based on the aforementioned information, staff has determined that the proposed project will have a limited impact on the overall inventory of industrial-zoned property within the City.

### **Development Agreement**

On March 24, 1994, the City of Folsom entered into a Development Agreement with Teichert Land Company with respect to the subject property located at 535 Levy Road. The primary purpose of the Development Agreement was to permit continued use of the subject property for industrial use, specifically the operation of a concrete batch plant for the processing of ready-mix concrete products. Over the course of the past thirty years, the economic and market viability of the concrete batch plant at this particular location declined as other larger and more strategically-located facilities emerged. Ultimately, in 2010, the Teichert Land Company made the decision to cease operating the concrete batch plant on Levy Road. Subsequently, the Teichert Land Company, attempted, but was unable to attract any potential industrial land uses to the subject site and made the decision to sell the property to a residential developer. On June 8, 2017 Teichert Land Company, consistent with the provisions of the Development Agreement (Section 1.4(c) and 7.2), submitted a letter to the City requesting termination of the Development Agreement effective August 31, 2017. Staff recommends that no building permits are issued for the Prospect Ridge Subdivision until such time that the aforementioned Development Agreement is terminated. Condition No. 76 is included to reflect this requirement.

### **LAND USE COMPATIBILITY**

The project site is located on the south side of Levy Road, approximately 500 feet east of the intersection of Sibley Street and Levy Road. The project site is bounded by a mixture of residential, commercial, industrial, open space, and park land uses. With respect to land use compatibility, the area to the east of the project site includes a neighborhood park and a single-family residential subdivision, both of which are compatible with the proposed project. The area to the south of the project site includes an open space corridor, which is also compatible with the proposed subdivision. The area to the north of the project site across Levy Road includes a single-family residential subdivision, a boat and recreational vehicle storage facility, and a self-storage facility. Based on the fact that storage facilities typically have limited impacts (in terms of traffic, noise, lighting, etc.) and that the project includes a six-foot-tall masonry barrier along Levy Road, staff has determined that the project is compatible with existing development to the north. The area to the west of the project site includes an unoccupied industrially-zoned (former site of Folsom Dog Resort) property with the future Masjid Bilal Mosque and Community Center parcel beyond. While the industrial property to the west is currently not being utilized, there exists the potential for an industrial-related use to occupy the property in the future. To minimize potential land use conflicts between the subject site and the industrial property, the proposed project includes a landscape buffer adjacent to the western property boundary as well as a six-foot-tall noise barrier along the property

line. With inclusion of the aforementioned measures, staff has determined that project is compatible with the industrial property to the west.

### **TENTATIVE SUBDIVISION MAP**

The applicant is requesting approval of a Tentative Subdivision Map to subdivide the 9.64-acre project site into a total of 38 lots including 35 single-family residential lots and 3 landscape corridor lots. The primary access roadway within (Willow Ridge Court) the subdivision is proposed to be a two-way public street with cul-de-sac and on-street parking. A twenty-foot-wide paved emergency vehicle access road is proposed along the western project boundary. In addition, a 30-foot-wide fuel modification easement (maintained by the proposed Lighting and Landscape District) is proposed along the southern property boundary. Staff has included a condition that requires public utility easements for underground facilities on all residential properties adjacent to the new internal street. It is important to note that a Lighting and Landscape District (L&L) has already been formed and approved for the subdivision by the City Council. The L&L will be responsible for the maintenance of the three landscape lots on the project site as well as a 30-foot-wide fuel modification area located at the rear of Levy Park. The proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

### **PLANNED DEVELOPMENT PERMIT**

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The applicant's intent, in this particular case, is to provide a modern product that takes advantage of the nearby open space and park opportunities including the Humbug-Willow Creek trail system. In reviewing the applicant's request for approval of a Planned Development Permit, staff considered a variety of factors including existing/proposed development standards, traffic/access/circulation, parking requirements, noise impacts, site lighting, site landscaping, trash/recycling, grading/drainage, and architecture/design.

### **Development Standards**

The applicant's intent with the subject application is to create a unique set of development standards that will accommodate development of 35 small-lot single family residences on the 9.64-acre project site. The following table outlines the existing and proposed development standards for the Prospect Ridge Subdivision project and development standards for recently-approved small-lot subdivision projects:

<b>Prospect Ridge Subdivision Development Standards Table</b>							
	<b>Minimum Lot Area</b>	<b>Minimum Lot Width</b>	<b>Maximum Building Coverage</b>	<b>Front Yard Setback</b>	<b>Rear Yard Setback</b>	<b>Side Yard Setbacks</b>	<b>Building Height limit</b>
<b>R-1-M Standard</b>	6,000 s.f.	60 feet	35%	20 feet	20 feet	5 feet and 11 feet	35 feet
<b>Proposed Project</b>	5,700 s.f.	36 feet	35%	20/15 feet	20 feet	5 feet	35 feet
<b>Addison Place</b>	2,701 s.f.	36 feet	55%	12 feet	12 feet	3 feet	35 feet
<b>Ridgeview Subdivision</b>	6,000 s.f.	55 feet	40%	20/15 feet	20 feet	5 feet	35 feet

As shown on the development standards table above, the proposed project varies from the standards established for the single-family small-lot district (R-1-M) with respect to lot area, lot width, front yard setback, and side yard setbacks. However, the proposed development standards are similar to the development standards established for the nearby Ridgeview Subdivision. In addition, the proposed development standards far exceed those recently established for other residential subdivisions (Addison Place Subdivision) located in the immediate project area. For example, the individual lots within the proposed subdivision range from 5,765 S.F. to 20,608 S.F. with an average lot size of 7,502 S.F. which is substantially larger than the aforementioned small lot subdivision (Addison Place/3,009 S.F.). The degree of variation (building coverage, front yard setback, and rear yard setback) associated with the proposed project is also minimized as compared to the aforementioned subdivisions. Staff has determined that the proposed project meets the intent, purposes, and standards set forth in the Planned Development District (FMC Chapter 17.38).

In reviewing the Planned Development Permit (and the General Plan Amendment and Rezone for that matter), staff also considered the amount of usable back-yard area (land that is relatively flat where landscape and hardscape features can easily be installed) that is being afforded to each of the residential lots within the proposed subdivision. As described above, there are a wide array lot sizes with the subdivision with the average lot size being 7,502 S.F. While the average lot sizes for the proposed subdivision are very reasonable, the usable amount of land within each individual residential lot is severely limited and impacted by the sloped areas (2:1 to 3:1 slopes) that are proposed in each of the back-yard areas. In granting approval of a Planned Development Permit, General Plan Amendment, and Rezone, staff feels strongly that a useable back yard is critical to the overall design of the subdivision. To address the issue, staff recommends that each of the residential lots within the proposed subdivision be provided a useable back-yard area that is a minimum of twenty feet in depth as measured from the rear façade of the house. The useable back-yard area shall be relatively flat and provide the homeowner with the opportunity development landscape and hardscape features. Condition No. 77 is included to reflect these requirements. In the event that the applicant is required to modify any of the submitted plans (Grading Plan, Drainage Plan, Utility Plan, Landscape Plan, etc.) to accommodate the 20-foot useable back-yard area, the owner/applicant will be required to submit updated plans that are subject to review and approval by the Community Development Department. Condition No. 78 is included to reflect this requirement. It is important to note that the standard rear yard setback within the R-1-M is 20 feet, which is consistent with the useable rear yard area being required.

## **Traffic/Access/Circulation**

### Existing Roadway Network:

The 9.64-acre project site is located on the south side of Levy Road, approximately 500 feet east of the intersection of Sibley Street and Levy Road and .5 miles west of the intersection of Riley Street and Levy Road. Regional access to the project site is provided from U.S. Highway 50 via Prairie City Road, Folsom Boulevard, and Blue Ravine Road. Proposed direct access to the project site is provided by a new street (Willow Ridge Court) located off of Levy Road. Internal circulation is facilitated by a single interior court (Willow Ridge Court) that accommodates two-way vehicle traffic and also has a cul-de-sac at the western end to allow turning movements. Significant roads in the project vicinity include Levy Road, Sibley Street, and Riley Street. In the vicinity of the project site, Levy Road is a two-lane road with a 35 MPH speed limit. In the project area, Sibley Street is a two-lane north-south arterial roadway with a 45 MPH posted speed limit. In the project vicinity, Riley Street is a four-lane roadway with a 35 MPH speed limit.

### Traffic Impacts:

A Traffic Impact Analysis and a Supplemental Traffic Impact Analyses (Analysis) were prepared for the proposed project by MRO Engineers, Inc. on October 5, 2016 and February 22, 2017 respectively. The Analyses considered the potential traffic-related impacts associated with development of 35 single-family residential units on the 9.64-acre project site located at 535 Levy Road. Specifically, the study evaluated detailed traffic operations in the vicinity of the project site under five scenarios: Existing Conditions, Construction Year No Project Conditions, Construction Year Plus Project Conditions, Cumulative No Project Conditions, and Cumulative Plus Project Conditions. Impacts of the project were evaluated at four existing street intersections including the intersections of Levy Road/Sibley Street, Levy Road/Buchanan Way, Levy Road/Sands Way, and Levy Road/Riley Street. In addition, the proposed access and circulation system serving the project site was evaluated in full detail to verify that the proposed street would function appropriately.

Under Existing Conditions and under Construction Year No Project Conditions, three of the four study intersections will operate at an acceptable level of service (LOS C or better) during both the AM and PM Peak Hours, the exception being the intersection of Riley Street and Levy Road (LOS D in AM Peak Hour and LOS E in PM Peak Hour). The proposed project is expected to generate a total of 26 vehicle-trips during the weekday AM peak hour (7 inbound and 19 outbound) and 35 during the weekday PM peak hour (22 inbound and 13 outbound). In addition, the proposed project is projected to generate a total of 335 daily vehicle trips. Under Construction Year Plus Project Conditions, no change in level of service is projected at any of the study intersections. Under Cumulative No Project Conditions and under Cumulative Plus Project Conditions, three of the four study intersections will operate at an acceptable level of service (LOS C or better) during both the AM and PM Peak Hours, the exception again being the intersection of Riley Street and Levy Road (LOS D to LOS E in AM Peak Hour and LOS E to LOS F in the PM Peak Hour). The project-related delay at the aforementioned intersection under Cumulative Plus Project Conditions was 1.3 seconds. The Analysis concluded that the proposed project will not result in a change in level or service or cause a delay of more than five seconds at any of the four study intersections (City policy states that a project-related delay of less than five seconds at an intersection is not considered significant). As a result, the Analysis determined that the proposed project will have a less than significant impact on traffic operations under Construction Year Plus Project Conditions and Cumulative Plus Project Conditions and that no off-site mitigation measures are required.

### Project Access and On-Site Circulation:

As shown on the submitted site plan, a new two-way street (Willow Ridge Court) located on the south side of Levy Road will provide ingress and egress for the proposed subdivision. The two-way street (Willow Ridge Court) includes a cul-de-sac at the western end which provides adequate capacity for turning movements. In addition, an emergency vehicle access road provides secondary access to the subdivision and extends from the end of the cul-de-sac to Levy Road. The new street for the subdivision is proposed to accommodate full turning movements into and out of the project site from Levy Road. In evaluating the submitted site plan, the Traffic Study did not identify any project access or circulation-related issues. However, to further ensure safe access and circulation, the following measures are recommended to be included (Condition No 60.)

- Landscape materials shall be kept low within approximately 50 feet of either side of the project entrance on Levy Road to avoid blocking sight lines.
- STOP-sign control and associated pavement markings shall be employed for vehicles exiting the project site onto Levy Road.
- A standard four-foot-wide sidewalk shall be constructed along the project's entire frontage of Levy Road to match the existing sidewalks adjacent to the project site on the south side of Levy Road. The sidewalk shall be aligned and connected with the existing sidewalks located to the west and east of the project site.

### Traffic Safety Committee

The proposed project was reviewed by the Traffic Safety Committee at its February 23, 2017 meeting. At the aforementioned meeting, the Committee was generally supportive of the access and circulation system as shown on the submitted site plan. As a result, the Committee recommended approval of the access and circulation plan associated with the proposed project.

### **Parking**

The applicant proposes to provide a total of 105 parking spaces including 70 garage parking spaces and 35 on-street parking spaces. In addition, parking opportunities will exist on the driveway aprons of each of the individual lots. The Folsom Municipal Code, Section 17.57.040 requires two off-street parking spaces for each single-family residential unit. In addition, one on-street parking space (guest parking) is required for each single-family residential unit. As proposed, staff has determined that the project provides sufficient parking by providing 105 parking spaces whereas 105 parking spaces are required.

### **Noise**

In order to evaluate potential noise impacts associated with the proposed project, an Environmental Noise Assessment was prepared by Ascent Environmental Consultants. The Assessment included background information on noise fundamentals and terminology, noise levels for common noise sources, and regulatory information on the City of Folsom General Plan Noise Element and the Noise Ordinance for both transportation and non-transportation noise. The Assessment also described and quantified existing ambient noise levels in the project vicinity and evaluated the future noise levels resulting from traffic on Levy Road, noise levels associated with the nearby commercial and industrial properties, and noise levels associated with the activities at the adjacent neighborhood park.

The City of Folsom General Plan Noise Element establishes an exterior noise level standard of 60 dBA at outdoor activity areas of residential land uses exposed to transportation noise sources (i.e. traffic). The intent of this standard is to provide an acceptable exterior noise environment for outdoor activities in residential side and backyard areas. The Noise Element also establishes an interior noise level standard of 45 dBA. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep. The Environmental Noise Assessment determined that future noise levels associated with traffic on Levy Road and activities on nearby properties would not exceed the established interior or exterior noise level standards. While the Analysis determined that the proposed project will comply with required interior and exterior noise level standards, staff recommends that the owner/applicant inform prospective home owners that the subdivision is located in close proximity to land uses (neighborhood park, industrial land uses, and commercial land uses) that may generate noise impacts during various times of the day. Condition No. 26 is included to reflect this requirement.

Development of the proposed 35-unit single-family residential subdivision would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately nine to twelve months. Construction activities including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 61 is included to reflect these requirements.

### **Fencing/Walls**

The applicant is proposing to secure and screen the project site with a combination of fences and walls. In relation to the perimeter of the project site, the applicant is proposing to install a six-foot-tall decorative masonry wall along the frontage of Levy Road and along a portion of the western property boundary. A six-foot wood fence is proposed along the remaining portion of the western project boundary. Six-foot-tall open-view metal fencing is proposed along the southern boundary of residential lots No. 18-35, adjacent to the proposed 30-foot-wide landscape buffer area and near the Humbug-Willow Creek corridor. The eastern property boundary includes an existing six-foot-tall masonry wall and six-foot-tall open view fencing which will remain in place. The private yard areas for the individual lots are proposed to be screened by a combination of six-foot-tall wood fencing and six-foot-tall masonry walls. Staff recommends that the final location, design, materials, and colors of all proposed fences and walls be subject to review and approval by the Community Development Department. Condition No. 63 is included to reflect this requirement.

### **Site Lighting**

The applicant proposes to utilize a combination of building-attached lighting (front and rear porch lights) and pole-mounted street lighting. Staff recommends that the building-attached lighting complement the architectural style of the single-family homes to the satisfaction of the Community Development Department. In addition, staff recommends that the proposed building-attached lighting and pole-mounted street lighting meet the standards established in the City of Folsom

Standard Construction Specifications, including primary light sources being shielded and directed downward and exterior lighting be designed to minimize glare on adjacent properties. Condition Nos. 24 is included to reflect these requirements.

**Mechanical Equipment**

The proposed plans do not identify the proposed location for mechanical and utility equipment, such as transformers, electric and gas meters and junction boxes. Staff recommends all mechanical and utility equipment for all units be ground-mounted and concealed from view from public streets, neighboring properties and nearby higher buildings by landscape or hardscape features. Condition No. 64 is included to reflect this requirement.

**Schools**

Representatives of the Folsom-Cordova Unified School District have concluded the proposed project is anticipated to generate 23 (K-12) students. Students from the proposed project will attend Natoma Station Elementary School, Sutter Middle School, and Folsom High School. The following table details the student generation associated with the proposed project:

	Single-Family Units	Pupils Generated	Multi-Family Units	Pupils Generated	Total Pupils Generated
<b>K-5</b>	35	11	NA	NA	11
<b>6-8</b>	35	6	NA	NA	6
<b>10-12</b>	35	5	NA	NA	5
<b>SPED</b>	35	1	NA	NA	1
<b>Totals</b>		<b>23</b>		<b>NA</b>	<b>23</b>

The Folsom-Cordova Unified School District has indicated that all of the aforementioned schools are currently operating at or near capacity and that there may not be excess capacity at current school sites. It is the policy of the District to balance class loads at each school. If an individual grade level is full, then the student or pupil may be bused to another school within the district. It is important to note that the District also reviews attendance boundaries on a yearly basis and makes adjustments as necessary.

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 \$6.50 per square foot. Based on the aforementioned impact fee, the District expects to generate approximately \$455,000 (\$13,000 per unit) in revenue from the Prospect Ridge Subdivision 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).

**Existing and Proposed Landscaping**

Existing vegetation on the developed portion of the project site features many large native trees and native shrubs, including Gray Pine, Blue Oak, Valley Oak, Interior Live Oak, and Toyon. Several non-native or ornamental plant species are also present in great density, including Oleander, Himalayan Blackberry, and Tree Tobacco. Otherwise, ruderal forbs and herbs, and non-native grasses dominate the developed portion of the site. The undeveloped portion of the project site

is characterized by oak woodland (Valley and Live Oak), and a riparian area associated with Willow Creek. The riparian area over-story includes primarily Gray Pine, Willow, and White Alder. The under-story is dominated by Himalayan Blackberry, but also includes Cattail, Tree of Heaven, and Poison Oak.

Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, regulates the removal of specified trees (specified trees in this case are native oak trees with a trunk diameter greater than six inches). The proposed project includes a total of 126 protected Oak Trees including Blue Oak, Interior Live Oak, and Valley Oak trees. An Arborist Report prepared for the project determined that 14 of the protected Oak Trees should be removed due to defects, health, and instability concerns, resulting in 112 protected Oak Trees. Based on geotechnical studies and given the severe slope present on the project site, the applicant is proposing to remove 67 protected Oak Trees from the project site, with 47 protected Oak Trees being preserved. In order to mitigate for the loss of the 67 protected Oak Trees, the applicant has submitted an Oak Tree Mitigation plan (Attachment 11) which includes a combination of on-site Oak Tree mitigation plantings, preservation of unprotected Oak Trees on the project site, and payment of an in-lieu fee. It is important to note that the proposed mitigation plantings are in addition to any required street trees along the frontage of Levy Road or in the front yards of the individual homes. To further ensure proper mitigation for removal of the protected Oak Trees, staff recommends that the following measures be implemented (Condition No. 43):

- The project is subject to the Tree Preservation Ordinance and any mitigation required as a result of impacts to oak trees. Tree mitigation is required pursuant to the City's Tree Preservation Ordinance, and can include on-site mitigation, off-site mitigation, payment of mitigation fees, or a combination of these three methods. The tree mitigation and preservation plan shall include at a minimum the following: A site map shall be prepared showing the location of all trees on the project site; All protected trees on the site shall be identified; the extent of protected zones for all protected trees (tree protection zone is drip line plus one foot) shall be identified; A preservation plan shall be prepared that provides for fencing around the protected zone for protected trees during construction; And restrictions on equipment and vehicle parking in protected areas. The City Arborist will review the final site improvement plans and determine the precise type and amount of mitigation required at that time. In addition, the City Arborist shall review and approve the tree preservation plan.

Proposed landscaping includes a variety of trees, shrubs, and groundcover. The proposed shade and accent trees include Blue Oak, Interior Live Oak, Valley Oak, and Willow Oak. Proposed landscape improvements include drought-tolerant plant materials including shrubs and groundcover. Shrub and ground cover materials will be in a variety of colors and textures and are located in planter areas located adjacent to Levy Road and along portions for eastern and western project buffer areas. Proposed shrubs and groundcover will consist of Bearberry, California Coffeeberry, California Juniper, Emerald Carpet Manzanita, Deer Grass, Dwarf Coyote Brush, Evergreen Fountain Grass, Japanese Holly, Mexican Blue Sage, Morning Coast Rosemary, and Toyon. Staff recommends that the final landscape plan be subject to review and approval by the Community Development Department. In addition, staff recommends the final landscape plan comply with and implement water efficient requirements as adopted by the State of California. Condition No. 42 is included to reflect these requirements.

### **Humbug-Willow Creek Design Guidelines**

The proposed project is subject to the Humbug-Willow Creek Design Guidelines, which includes recommendations specific to landscape design, concepts, and materials. With respect to the proposed project, the Guidelines recommend that a 20-foot-wide transitional landscape buffer be provided along the southern project boundary to create a natural and visual transition between the developed area and the open space. The applicant is providing a transitional landscape buffer area (includes 30-foot-wide fuel management easement) along the southern project boundary that is thirty feet in width and includes existing native vegetation. In addition, the applicant is proposing to provide three additional landscape areas (Lots A-C) within the project boundary, further complimenting the natural setting of the adjacent Humbug-Willow Creek corridor.

The Design Guidelines recommend that the design and placement of site lighting minimize glare towards the creek area. A condition of approval has been placed on the project requiring site lighting to be screened and directed downward and away from adjacent properties. The Design Guidelines, which also include recommendations relative to building design, building materials, and building colors, will be applicable when the master plans are submitted for review and approval by the Planning Commission in the future. Based on the aforementioned factors, staff has determined that the proposed project meets the intent of the Humbug-Willow Creek Design Guidelines relative to lighting and landscape design.

### **Grading and Drainage**

The partially developed project site has a steep topography, including near vertical slopes that descend from Levy Road south towards Willow Creek. The proposed building pad elevations, as shown on the submitted grading and drainage plan (Attachment 6), range from 246 to 269 feet above sea level. The proposed project includes construction of a number of short to medium retaining walls (2-11 feet in height) situated along the northern, eastern, and western portions of the project site. The final location, height, design, and materials for the retaining walls are subject to review and approval by the Community Development Department. Condition No. 74 is included to reflect this requirement. The project also includes utilization of a 2:1 slope on the upslope of residential lots 1-17 and on the downslope for lots 18-35. Development of the project site is anticipated to require moderate movement of soils and the compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of interior road and building foundations are finalized. Condition No. 13 is included to reflect this requirement.

Public storm drainage facilities are provided to accommodate runoff for the surrounding residential, commercial, and industrial uses, although no infrastructure currently exists within the project site. The nearest storm drainage infrastructure is located adjacent to the site, within the Levy Road right-of-way. Stormwater quality treatment facilities are required to be incorporated into the site design and connected to the existing City storm drains. As shown on the submitted grading and drainage plan, the applicant is proposing to construct a stormwater detention pond in the southwest corner of the project site. Staff recommends the storm drain improvement plans provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. Condition No. 37 is included to reflect this requirement.

## **Utilities**

Existing overhead utility poles and lines (less than 69kv) are located along the project's frontage with Levy Road and also along the frontage of the adjacent park (Levy Park). Consistent with City policy, staff recommends that the applicant underground the existing overhead utility lines and poles along the entire frontage of the project site and also along approximately 90 feet of the adjacent Levy Park street frontage. The City will enter into a reimbursement agreement with the applicant to cover the entire cost of the undergrounding the utility lines (remove lines, new pad for transformer, joint trench, conduit, boxes, repair paving, sidewalks, etc.) along the approximately 90 feet of frontage adjacent to Levy Park. The applicant will be responsible for the cost of undergrounding the utilities along their frontage with Levy Road. Condition No. 21 is included to reflect these requirements.

Existing sewer improvements to the project site are located in southeast corner of the project site. Staff recommends that the owner/applicant design and construct an access road within the existing 30-foot-wide JPA Corridor from Sibley Street to Lot A within the project site for the purpose of maintaining project-related sewer and drainage facilities. The access road shall be improved to the satisfaction of the Community Development Department. A turn-a-round shall also be constructed to accommodate a tractor truck with a 25-foot turn radius within the JPA Corridor or within the southwest corner of the project site to the satisfaction of the Community Development Department. Lastly, a rolled curb shall be constructed at the intersection of Sibley Street and the access road. Condition No. 75 is included to reflect this requirement.

## **Architecture and Design**

As mentioned earlier within this report, the applicant has not submitted specific architectural and design details (building elevations, floor plans, color/materials board, etc.) for approval at this time. However, the applicant has crafted a comprehensive set of design guidelines and development standards (Attachment 13) for implementation of the Prospect Ridge Subdivision. The primary objective of the design guidelines is to articulate the architectural and design expectations for a comprehensive vision of the proposed subdivision; the common area landscapes, hardscapes, open spaces, fencing, entry features and site lighting; and the design character of individual homes. The goal of the development standards is to establish a regulatory framework for the design and placement of individual homes on the residential lots.

In relation to architectural building design, the proposed design guidelines are focused on creating an interesting streetscape that will enhance the overall character of the subdivision. To assist in creating visual interest, the design guidelines provide specific guidance in terms of building forms, building massing, building height, roofscape, elevations, architectural details, entryways, doors and windows, architectural lighting, building materials, building colors, and building finishes. With respect to building setbacks and siting, the proposed development standards provide the organization for determining how a residence will sit on a lot, which in turn impacts the pedestrian experience within the neighborhood. The development standards establish front yard setbacks, side yard setbacks, street side yard setback, rear yard setbacks, lot coverage, and building height. Staff has determined that the proposed design guidelines and development standards for the Prospect Ridge Subdivision provide a comprehensive and thorough framework for establishment of a high quality residential subdivision. Staff recommends the final architectural and design details be submitted for review and approval by the Planning Commission as part of a future Planned Development Permit Modification application (Condition No. 62).

## **INCLUSIONARY HOUSING ORDINANCE**

As specified in the Folsom Municipal Code, Section 17.140.030, the applicant is required to provide inclusionary housing units equal to ten (10) percent of the total number of units in the project, including very-low income units equal to three (3) percent of the market rate units within the subdivision and low-income units equal to seven (7) percent of the market rate units. In this particular case, the applicant would be required to provide three 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; paying an in-lieu fee, or other methods as approved by the City Council.

As an alternative means to constructing the affordable housing units on the single-family portion of the project site, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee payment (Attachment 12). 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. The Inclusionary Housing Plan is subject to review and approval by the City Council. Condition No. 25 is included to reflect this requirement.

## **ENERGY AND WATER CONSERVATION**

To reduce impacts in terms of energy and water consumption, the proposed project is required to meet the 2014 Title 24 Building Envelope Energy Efficiency Standards. The project will be allowed to achieve this performance standard through a combination of measures to reduce energy use for heating, cooling, water heating and ventilation. Because energy use for each different system type (i.e., heating, cooling, water heating, and ventilation) as well as appliances is defined, this method will also easily allow for application of individual measures aimed at reducing the energy use of these devices in a prescriptive manner.

In an effort to address water conservation, the proposed project includes a number of measures aimed at reducing on-site water usage. The proposed project will be designed to achieve an overall water efficient landscape rating utilizing primarily low water use plant materials. The concepts of utilizing plant materials that are compatible in their water use requirements together within the same irrigation zones are to be applied with all planting and irrigation design. In addition, all proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. To further ensure water conservation is being achieved, the proposed project is required to comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time. Condition No 44 is included to reflect these requirements.

## **PUBLIC OUTREACH**

In an effort to inform and educate the public regarding the specific details of the proposed project, the applicant engaged nearby residents and business owners on a number of occasions. Representatives for the Ridgeview Subdivision, which includes 132 single-family residential homes to the east of the project site, indicated that they were generally supportive of the proposed project given that the proposed residential land use would be compatible with their existing neighborhood. However, the representatives for the Ridgeview Subdivision did express concern that the proposed project may result in an increase in use of the adjacent Levy Park (public park), which could increase ongoing maintenance costs (the Ridgeview Homeowner Association is currently responsible for maintenance costs for landscaping within Levy Park). To address this concern, the applicant has agreed to incorporate a portion of Levy Park (30-foot-wide fuel modification area located at rear of Levy Park) into the lighting and landscape district they have recently formed in order to contribute towards the maintenance of the overall Levy Park area. It is important to acknowledge that the proposed project is also subject to all park-related impact fees.

There are currently three commercial/industrial properties situated within close proximity to the project site; a vacant industrial-zoned property (former Folsom Dog Resort) to the west, the Prairie City RV Center across Levy Road to the north, and the Gold Country Self-Storage facility also across Levy Road to the north. The applicant discussed the proposed project in detail with the owners and/or representatives for the aforementioned properties/businesses and a majority of them indicated that they were generally supportive of the proposed project and did not have any specific concerns. The exception was the Prairie City RV Center, whose business owners were supportive of the proposed project whereas the land owner expressed concerns. Specifically, the land owner is concerned that introducing more residential development into the project area will have a negative impact (complaints from homeowners regarding noise impacts, lighting impacts, hours of operation, etc.) on his industrial-zoned property. The aforementioned concerns have been addressed within various sections of this staff report, and the developer is required to notify future residents in the Prospect Ridge Subdivision of the neighboring land uses (Condition No. 26).

## **ENVIRONMENTAL REVIEW**

Staff has prepared an Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Attachment 14) for the project in accordance with the California Environmental Quality Act (CEQA) regulations and determined that with the proposed mitigation measures, the project will not have a significant effect on the environment. The Mitigated Negative Declaration has been prepared and noticed for public comment on the project, and mitigation measures have been included as Conditions of Approval. To date, no written comments have been received from the public during the Mitigated Negative Declaration public review period.

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

MOVE TO RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE PROSPECT RIDGE SUBDIVISION PROJECT (PN 16-321) PER ATTACHMENT 14;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE DESIGNATION FOR THE 9.64-ACRE PROJECT SITE (APN NO. 071-0370-003) FROM IND (INDUSTRIAL/OFFICE PARK) TO SF (SINGLE FAMILY) AS ILLUSTRATED ON ATTACHMENT 2 FOR THE PROSPECT RIDGE SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE REZONE TO CHANGE THE ZONING DESIGNATION FOR THE 9.64-ACRE PROJECT SITE (APN NO. 071-0370-003) FROM M-2 PD (GENERAL INDUSTRIAL, PLANNED DEVELOPMENT DISTRICT) TO R-1-M PD (SINGLE-FAMILY SMALL LOT, PLANNED DEVELOPMENT DISTRICT) AS ILLUSTRATED ON ATTACHMENT 3 FOR THE PROSPECT RIDGE PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE TENTATIVE SUBDIVISION MAP CREATING THIRTY-FIVE (35) SINGLE-FAMILY RESIDENTIAL LOTS AND THREE (3) LANDSCAPE CORRIDOR LOTS AS ILLUSTRATED ON ATTACHMENT 5 FOR THE PROSPECT RIDGE SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT OF THIRTY-FIVE (35) SINGLE FAMILY RESIDENTIAL UNITS AS ILLUSTRATED ON ATTACHMENTS 4 THROUGH 12 FOR THE PROSPECT RIDGE SUBDIVISION PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS (NO. 1-78).

**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, INCLUDING THE PROPOSED GENERAL PLAN AMENDMENT AND PROPOSED REZONE, IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.

**CEQA FINDINGS**

- C. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.

- D. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION TOGETHER WITH ANY COMMENTS RECEIVED DURING THE PUBLIC REVIEW PROCESS BEFORE MAKING A DECISION REGARDING THE PROJECT.
- E. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- F. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.
- G. ON THE BASIS OF THE WHOLE RECORD, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.

**GENERAL PLAN FINDINGS**

- H. THE PROJECT IS CONSISTENT WITH THE CITY'S GENERAL PLAN AND ZONING WITH THE PROPOSED AMENDMENT.
- 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 COMPLIES WITH THE REQUIREMENT OF GOVERNMENT CODE SECTION 65352.3 IN THAT THE CITY OF FOLSOM HAS CONSULTED WITH ALL TRIBES REQUESTING CONSULTATION ON THE PROPOSED PROJECT.

**REZONE FINDING**

- K. THE PROJECT IS CONSISTENT WITH THE CITY'S GENERAL PLAN, ZONING, AND THE FOLSOM MUNICIPAL CODE WITH THE PROPOSED AMENDMENT.

**TENTATIVE SUBDIVISION MAP FINDINGS**

- L. THE PROPOSED 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.
- M. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- N. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPES OF DEVELOPMENT.

- O. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITIES OF DEVELOPMENT
- P. AS CONDITIONED, THE DESIGN OF THE TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIAL AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- Q. THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- R. THE DESIGN OF THE SUBDIVISION AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- S. 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.

**PLANNED DEVELOPMENT PERMIT FINDINGS**

- T. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE, OTHER APPLICABLE ORDINANCES OF THE CITY, AND THE GENERAL PLAN.
- U. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- V. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- W. THERE ARE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.
- X. 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.
- Y. 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.

- Z. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.
- AA. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

Submitted,

DAVID E. MILLER, AICP  
Community Development Director

**CONDITIONS**

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

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

**CONDITIONS OF APPROVAL FOR THE PROSPECT RIDGE SUBDIVISION (PN 16-321)  
535 LEVY ROAD  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND  
PLANNED DEVELOPMENT PERMIT**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.	<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• General Plan Amendment Exhibit</li> <li>• Rezone Exhibit</li> <li>• Preliminary Site Plan, dated June 1, 2017</li> <li>• Tentative Subdivision Map, dated June 1, 2017</li> <li>• Preliminary Grading and Drainage Plan, dated June 1, 2017</li> <li>• Preliminary Utility Plan, dated June 1, 2017</li> <li>• Preliminary Landscape Plan, dated March, 2017</li> <li>• Access and Circulation Plan, dated February 22, 2017</li> <li>• Preliminary Site Details, dated March, 2017</li> <li>• Preliminary Oak Tree Mitigation Plan</li> <li>• Inclusionary Housing Plan</li> <li>• Prospect Ridge Subdivision Design Guidelines and Development Standards</li> </ul> <p>This General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit are approved for the development of a 35-unit single-family residential subdivision (Prospect Ridge Subdivision). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	B	CD (P)(E)
2.	<p>Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	I, B	CD (P)(E)(B)

**CONDITIONS OF APPROVAL FOR THE PROSPECT RIDGE SUBDIVISION (PN 16-321)  
535 LEVY ROAD  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND  
PLANNED DEVELOPMENT PERMIT**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
3.	The project approval granted under this staff report shall remain in effect for two years from final date of approval (June 21, 2019). Failure to obtain a building permit within this time period, without the subsequent extension of this Planned Development Permit and Tentative Subdivision Map, shall result in the termination of this Planned Development and Tentative Subdivision Map approval.	B	CD (P)
4.	The street name(s) identified below shall be used for the Final Map: Willow Ridge Court.	M	CD (E)(P)
5.	The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:  <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> 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.	OG	CD (P)(E)(B) PW, PR, FD, PD
6.	The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Mitigated Negative Declaration prepared for this project have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified with a check mark (✓) in the mitigation measure column.	G, I	CD (P)

**DEVELOPMENT COSTS AND FEE REQUIREMENTS**

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

12.		<p>The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.</p>	B	CD (P)
<b>SITE DEVELOPMENT REQUIREMENTS</b>				
13.	✓	<p>Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.</p>	G, B	CD (E)
14.		<p>Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I, B	CD (P)(E)
15.		<p>The applicant/owner shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding public easements, as necessary, in accordance with these studies and the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (E)
16.		<p>The improvement plans for the required public and private subdivision improvements, including but not limited to street and frontage improvements on Levy Road, shall be reviewed and approved by the Community Development Department prior to approval of the Final Map.</p>	M	CD (E)
17.		<p>Required public and private subdivision improvements, including but not limited to street and frontage improvements on Levy Road shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.</p>	O	CD (E)
18.		<p>Any reimbursement for public improvements constructed by the owner/applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.</p>	I	CD (E)

19.	Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
20.	The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
21.	The owner/applicant shall underground the existing overhead utility lines and poles along the entire frontage of the project site and also along approximately 90 feet of the adjacent Levy Park street frontage. The City will enter into a reimbursement agreement with the owner/applicant to cover the entire cost of the undergrounding the utility lines (remove lines, new pad for transformer, joint trench, conduit, boxes, repair paving, sidewalks, etc.) along the approximately 90 feet of frontage adjacent to Levy Park. The owner/applicant is responsible for the cost of undergrounding the utilities along their frontage with Levy Road.	I	CD (E)
22.	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.	O	CD (E)
23.	For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
24.	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing street lights, landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department.	I, B	CD (P)
25.	The Inclusionary Housing Plan for the Prospect Ridge Subdivision project shall be subject to review and approval by the City Council prior to approval of the first legislative entitlement for the Prospect Ridge Subdivision.	M	CD (P)(E)

26.		<p>The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report (DREPR) that a neighborhood public park (Levy Park) is located adjacent to the proposed subdivision, and that the public park includes facilities (basketball courts and playground) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose to the homebuyers in the DREPR that the project site is located in close proximity to industrial and commercial land uses that may generate noise impacts during various times of the day. In addition, the owner/applicant shall disclose to the homebuyers in the DREPR that the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.</p> <p>The owner/applicant shall obtain a Demolition Permit from the City prior to removal of any existing structures (batch plant, workshop, construction trailer, etc.) located on the project site. The building permit is separate from the building permits that will be required for construction of the single-family residences.</p>	M, B	CD (P), PK
27.			B	CD (E), B
<b>MAP REQUIREMENTS</b>				
28.		<p>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.</p>	B	CD (E)
29.		<p>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)
30.		<p>Prior to the recording of the Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying improvements, if any, to be constructed. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
31.		<p>Twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities shall be dedicated adjacent to all public roadways for other utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public streets may be reduced with prior approval from public utility companies.</p>	M	CD (E)
32.		<p>Should multiple Final Maps be filed by the owner/applicant for the project in the future, the phasing of maps shall be to the satisfaction of the Community Development Department.</p>	M	CD (E)

33.	The owner/applicant shall any and all off-site rights-of-way and easements necessary for improvements required for the Final Map prior to submittal of the map. The owner/applicant shall be responsible for all costs associated with rights-of-way and easement acquisition, including any costs the City incurs in attempting to acquire any rights-of-ways and easements.	M	CD (E)
34.	The owner/applicant shall form a Landscaping and Lighting District per the 1972 Landscaping and Lighting Act and Streets and Highways Code and/or other funding mechanism as approved by the City Council, for the maintenance and upkeep of all common areas and public improvements within the project area boundary. Said funding mechanism shall be in place and receive adequate revenue to assume maintenance prior to approval of the Final Map.	M	CD (P)(E)
35.	The Final Map 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.	M	CD (E)
<b>STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS</b>			
36.	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).	G, I, B	CD (E)
37.	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. These facilities shall be constructed concurrent with construction of grading and the initial public improvements and shall be completed prior to final occupancy of the first building.	G, I, B, O	CD (E)
38.	Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u>Erosion and Sedimentation Control Standards and Specifications</u> -current edition and as directed by the Community Development Department.	G, I	CD (E)

39.		<p>Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City and County standards including but not limited to the City's National Pollutant Discharge Elimination System (NPDES) stormwater permit and the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007).</p>	G, I	CD (E)
40.		<p>Prior to issuance of grading permits, the project applicant shall obtain coverage under the State Water SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.</p> <p>The SWPPP shall contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.</p>	G, I, B	CD (E)

41.	<p>Provide final design of stormwater facilities. The owner/applicant shall coordinate with the City to prepare the final design requirements for the stormwater facilities to ensure that:</p> <ul style="list-style-type: none"> <li>• The project shall not create adverse conditions along the Willow Creek with regards to floodplain storage, channel erosion, or floodwater discharge characteristics at the project boundaries or areas upstream and downstream of the project site;</li> <li>• The project's stormwater facilities shall provide adequate stormwater storage and peak flow attenuation with regards to stormwater quality provisions, hydromodification management, and flood control; and</li> <li>• The project shall provide surface roadway improvements, storm drain improvements, detention basins, and emergency overflow provisions meeting the minimum requirements of the City of Folsom.</li> </ul>	G, I, B	CD (E)
<b>LANDSCAPE/TREE PRESERVATION REQUIREMENTS</b>			
42.	<p>Final landscape plans and specifications for the project shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of the Final Map. Said plans shall include all landscape specifications and details. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance. The landscape and irrigation plans shall also comply with the City's Model Water Efficiency Landscape 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, sign visibility, 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.</p>	M	CD(P)(E)

43.	✓	<p>The project is subject to the Tree Preservation Ordinance and any mitigation required as a result of impacts to oak trees. Tree mitigation is required pursuant to the City's Tree Preservation Ordinance, and can include on-site mitigation, off-site mitigation, payment of mitigation fees, or a combination of these three methods. The tree mitigation and preservation plan shall include at a minimum the following: A site map shall be prepared showing the location of all trees on the project site; All protected trees on the site shall be identified; the extent of protected zones for all protected trees (drip line plus one foot) shall be identified; A preservation plan shall be prepared that provides for fencing around the protected zone for protected trees during construction; And restrictions on equipment and vehicle parking in protected areas. The City Arborist will review the final site improvement plans and determine the precise type and amount of mitigation required at that time. In addition, the City Arborist shall review and approve the tree preservation plan.</p>	I	CD(P)(E)
44.		<p>The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u>, or amended from time to time.</p>	I, B, OG	CD (P)(E)

45.	<p>The Oak Tree Mitigation plan shall include provisions for planting the same species of the regulated tree, temporary or permanent irrigation, and monitoring for a 2-year period. Mitigation tree planting and tree preservation replacement ratios shall be in accordance with the City's tree preservation ordinance (Appendix C, Table C-2). On-site mitigation. The on-site mitigation plan shall include, but is not limited to, the following:</p> <ul style="list-style-type: none"> <li>• A site plan depicting all living protected trees to remain and all living protected trees to be removed, utilizing clear and concise graphics.</li> <li>• A table indicating each protected tree to be removed by tree number, the diameter at breast height (DBH), condition, and any other information pertinent to the trees being removed.</li> <li>• The plan shall include tree planting locations, size and species of trees to be planted, and planting and irrigation methods.</li> </ul> <p>If off-site mitigation is desired, the applicant must request approval for one or more of the following methods:</p> <ul style="list-style-type: none"> <li>• Payment of an inch-for-diameter-inch replacement in-lieu fee, as set by City Council resolution, to cover the cost of purchasing, planting and initial care of the off-site tree plantings;</li> <li>• Dedication of property for the purpose of planting trees (1 diameter inch = 0.004 acres of land); or</li> <li>• Planting of trees on either public property, property with a conservation easement, or on property with an irrevocable offer of dedication to the City.</li> </ul>	I	CD(P)(E)
46.	<p>The applicant shall obtain a tree permit application to the City prior to commencement of any grading or site improvement related activities.</p>	I	CD(P)(E)
47.	<p>During the removal of the native oak trees, an arborist retained by the owner/applicant shall be present on the project site to ensure that the removal of trees in consistent with the approved improvement plans and to ensure no off-site trees are impacted.</p>	I	CD(P)(E)

**BIOLOGICAL RESOURCE REQUIREMENT**

48.

To avoid or minimize effects to nesting birds, the following measures shall be implemented to avoid or minimize loss of active bird nests:

- To minimize the potential for loss of active great horned owl, tricolored blackbird, or other bird nests, structure and vegetation removal activities shall commence during the nonbreeding season (September 1-January 31). If all suitable nesting habitat is removed during the nonbreeding season, no further mitigation would be required.
- Prior to removal of any structure or vegetation, or any ground-disturbing activities between February 1 and August 31, a qualified biologist shall conduct preconstruction surveys for nests on any structure or vegetation slated for removal, as well as for potential tricolored blackbird nesting habitat. The surveys shall be conducted no more than 14 days before construction commences. If no active nests or tricolored blackbird colonies are found during focused surveys, no further action under this measure will be required. If active nests are located during the preconstruction surveys, the biologist shall notify the California Department of Fish and Wildlife (CDFW). If necessary, modifications to the project design to avoid removal of occupied habitat while still achieving project objectives shall be evaluated, and implemented to the extent feasible. If avoidance is not feasible or conflicts with project objectives, construction shall be prohibited within a minimum of 100 feet of the nest to avoid disturbance until the nest colony is no longer active. These recommended buffer areas may be reduced through consultation with CDFW.

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G, I

CD(P)(E)

49.

To avoid or minimize effect on Swainson's hawk and other nesting raptors. The following measures shall be implemented to avoid and minimize impacts to Swainson's hawk, as well as to other raptors:

- If removal of a known nest tree is required, it shall be removed when no active nests are present, generally between October 1 and February 1.
- If project activity would commence between February 1 and September 30, a qualified biologist shall be retained to conduct preconstruction surveys for active nests in suitable habitat on and within 0.25 mile of the project site no more than 14 days and no less than seven days before commencement of project-related ground disturbance or vegetation removal activities. If this survey does not identify any nesting raptors in the area within the project site that would be disturbed plus the 0.25-mile radius, no further mitigation would be required.
- If an occupied nest is present, CDFW guidelines recommend implementation of a 0.25-mile buffer for Swainson's hawk and 500 feet for other treenesting raptors, but the size of the buffer may be adjusted if a qualified biologist and CDFW determine that it would not be likely to adversely affect the nest and shall be based upon observed behavior of the nesting birds. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the protective buffer shall be increased such that activities are far enough from the nest that the birds no longer demonstrate agitated behavior. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by a qualified biologist. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active or that the young have fully fledged. Monitoring of the nest by a qualified biologist shall be required if the activity has potential to adversely affect the nest. For Swainson's hawks, no intensive new disturbances or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the 0.25-mile (buffer zone) of an active nest between March 1 - September 30.

G, I

CD(P)(E)

50.	✓	<p>To avoid or minimize effects to western pond turtle. Within 24 hours before beginning construction activities within 200 feet of suitable aquatic habitat for western pond turtle, a qualified biologist shall inspect areas of anticipated disturbance for the presence of western pond turtle. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or more has occurred. If pond turtles are found during the survey or observed within the construction area at any other time, they shall be relocated by a qualified biologist to upstream or adjacent aquatic habitat that would not be disturbed by construction activity.</p>	G, I	CD(P)(E)
51.	✓	<p>To avoid or minimize effects on bats, preconstruction bat survey and exclusion. The following mitigation measure shall apply to construction of the project to reduce impacts on bats:</p> <ul style="list-style-type: none"> <li>• Before commencing any structure or tree removal activities, a qualified biologist shall conduct surveys for roosting bats. If evidence of bat use is observed, the species and number of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no evidence of bat roosts is found, then no further study shall be required.</li> <li>• If pallid bats are found, bats shall be excluded from the roosting site before the tree or structure is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed by a qualified biologist in consultation with CDFW before implementation. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). Once, it is confirmed that bats are not present in the original roost site, the tree or structure may be removed.</li> </ul>	G, I	CD(P)(E)

52.	<p>To avoid or minimize effect on the Valley elderberry longhorn beetle (VELB), the following mitigation measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• Prior to project initiation, a qualified biologist shall conduct surveys for valley elderberry longhorn beetle according to the protocol outlined in U.S. Fish and Wildlife Service (USFWS) <i>Conservation Guidelines for the Valley Elderberry Longhorn Beetle</i> (1999). The biologist shall identify and map all elderberry shrubs with stems measuring one inch or greater in diameter at ground level on and within 100 feet of the disturbance footprint, take stem counts, and document any exit holes. If no elderberry shrubs are found, then no further study shall be required.</li> <li>• Impacts to valley elderberry longhorn beetle shall be avoided and minimized by following the Conservation Guidelines for cases where elderberry shrubs can be retained and protected within 100 feet of the project footprint.</li> <li>• If elderberry shrubs are 100 feet or more from project activities, no direct or indirect impacts are expected. Shrubs shall be protected during construction by establishing and maintaining a high visibility fence at least 100 feet from the drip line of each elderberry shrub with stems 1 inch or greater.</li> <li>• If elderberry shrubs can be retained within the project footprint, project activities may occur up to 20 feet from the dripline of elderberry shrubs if precautions are implemented to minimize the potential for indirect impacts. Specifically, these minimization measures include:</li> <li>• A minimum setback of at least 20 feet from the dripline of each elderberry plant with stems greater than one-inch diameter at ground level shall be maintained to avoid direct impacts. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and shall be maintained for the duration of construction activities. Ground-disturbing activities on the project site shall not alter the hydrology of the site or otherwise affect the likelihood of vigor or survival of elderberry shrubs.</li> </ul>	G, I	CD(P)(E)
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52.	Cont.	<ul style="list-style-type: none"> <li>• Project activities, such as truck traffic or other use of machinery, shall not create excessive dust on the project site, such that the growth or vigor of elderberry shrubs is adversely affected. Enforcement of a speed-limit and watering dirt roadways are potential methods to ensure that excessive dust is not created.</li> <li>• Areas that are disturbed temporarily shall be restored to pre-disturbance conditions. Erosion control measures shall be implemented to restore areas disturbed within 100 feet of elderberry shrubs.</li> <li>• No insecticides, herbicides, fertilizers, or other chemicals shall be used within 100 feet of elderberry shrubs. Herbaceous vegetation may be mowed or removed using hand tools within 100 feet, but not within 20 feet of the elderberry shrubs.</li> <li>• If new permanent development is to occur within the 100-foot buffer (but outside the 20-foot buffer), the potential for indirect effects shall be evaluated by a qualified biologist. If indirect effects are likely to occur, USFWS shall be consulted to determine the appropriate conservation measures. If indirect effects are not likely to occur, then no additional minimization measures would be required.</li> </ul> <p>If elderberry shrubs cannot be avoided, compliance with the federal Endangered Species Act (ESA) and consultation with USFWS is required, and may involve acquiring an incidental take permit, or a take exception.</p>	G, I	CD(P)(E)
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53.	✓	<p>To avoid effects to sensitive natural communities by fencing resources. Before construction activities commence, all sensitive areas (e.g., riparian habitat, waters of the United States) shall be flagged or fenced with brightly visible construction flagging or fencing under the direction of the qualified biologist to ensure that grading, excavation, or other ground-disturbing activities shall not occur within these areas. Straw wattles shall be placed along the southern edge of the project site during grading and ground disturbing activities to prevent erosion and inadvertent filling of Willow Creek. Foot traffic by construction personnel shall also be limited in these areas to prevent the introduction of invasive or weedy species. Periodic inspections during construction shall be conducted by a qualified biologist to maintain the integrity of exclusion fencing/flagging and straw wattles throughout the period of construction involving ground disturbance. Additionally, all City of Folsom erosion and sediment control specifications and standards shall be followed. Before the City issues grading permits, the City shall require that the applicant verify that the construction activities and development would not affect riparian habitat. In the event that this cannot be demonstrated to be achieved through the design process, the applicant shall obtain a USACE Section 404 Permit and Section 401 water quality certification from the RWQCB and comply with all permit conditions and mitigation requirements to minimize impacts to wetlands and other waters. In addition, the applicant shall seek a Section 1602 Streambed Alteration Agreement from CDFW and comply with mitigation conditions outlined therein.</p>	G, I	CD(P)(E)
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**CULTURAL RESOURCE REQUIREMENTS**

54.	✓	<p>Inadvertent discovery of historical and archaeological resources. While it is unlikely that any resources of historical or archaeological significance would be found on the site, before commencement of construction (site clearance, grading), construction crews shall be trained in the recognition of historical and archaeological resources that could potentially occur. In the unlikely event that buried cultural deposits (e.g., prehistoric stone tools, grinding stones, historic glass, bottles, foundations, cellars, privy pits) are encountered during project implementation, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.</p>	G, I	CD (P)(E)
55.	✓	<p>Inadvertent discovery of human remains. In accordance with the California Health and Safety Code (CHSC), Section 7050.5, and the Public Resources Code (PRC) 5097.98, regarding the discovery of human remains, if any such finds are encountered during project construction, all work within the vicinity of the find shall cease immediately, a 50-foot-wide buffer surrounding the discovery shall be established, and the City shall be immediately notified. The County coroner shall be contacted immediately to examine and evaluate the find. If the coroner determines that the remains are not recent and are of Native American descent, the applicant shall contact the Native American Heritage Commission in accordance with CHSC Section 7050.5, and PRC 5097.98. All construction personnel shall be instructed that any human remains encountered should always be treated with sensitivity and respect, and their discovery and location kept confidential. Construction personnel shall be briefed before construction activities regarding procedures to follow in the event buried human remains are encountered.</p>	G, I	CD (P)(E)

**AIR QUALITY REQUIREMENTS**

56.		<p>In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.</p>	G, I, B	CD (P)(E)(B)
57.		<p>Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.</p>	G, I, B	CD (P)(E)(B)

58.	<p>The following measures are required to reduce construction criteria air emissions, consistent with current SMAQMD Basic Construction Emissions Control Practices (District Rule 403):</p> <ul style="list-style-type: none"> <li>• Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>• Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.</li> <li>• Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>• All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.</li> <li>• Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li> </ul>	G, I, B	CD (P)(E)(B)
<b>TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS</b>			
59.	A minimum of 105 parking spaces shall be provided for the project including 70 garage parking spaces and 35 on-street parking spaces.	I, O	CD (P)(E)

60.	<p>In accordance with the Transportation Impact Studies prepared by MRO Engineers, Inc. dated October 5, 2016 and February 22, 2017, the following traffic design measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• Landscape materials shall be kept low within approximately 50 feet of either side of the project entrance on Levy Road to avoid blocking sight lines.</li> <li>• STOP-sign control and associated pavement markings shall be employed for vehicles exiting the project site onto Levy Road.</li> <li>• A standard four-foot-wide sidewalk shall be constructed along the project's entire frontage of Levy Road to match the existing sidewalks adjacent to the project site on the south side of Levy Road. The sidewalk shall be aligned and connected with the existing sidewalks located to the west and east of the project site.</li> </ul>	I, O	CD (P)(E)
<b>NOISE REQUIREMENTS</b>			
61.	<p>Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction on Sundays or holidays shall be permitted. Construction equipment shall be muffled and shrouded to minimize noise levels.</p>	G, I, B	CD (P)(E)
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>			
62.	<p>The final architectural and design details shall be submitted for review and approval by the Planning Commission as part of a future Planned Development Permit Modification application.</p>	B	CD (P) (B)
63.	<p>The final location, design, materials, and colors of all proposed fences and walls shall be subject to review and approval by the Community Development Department.</p>	B	CD (P) (B)
64.	<p>All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings by landscape or hardscape features.</p>	B	CD (P)

**GRADING REQUIREMENTS**

65.	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.	G, I	CD (E)
<b>OTHER AGENCY REQUIREMENT</b>			
66.	The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)
<b>FIRE DEPARTMENT REQUIREMENTS</b>			
67.	All single-family residential units shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.	I	FD
68.	Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD

69.		<p>The owner/applicant shall implement the following standards for the Prospect Ridge Subdivision with respect to fire control:</p> <p><u>Fuel Modification Area Adjacent to Open Space Land</u></p> <p>The owner/applicant shall enter into a Fuel Modification Agreement (FMA) with the City. The FMA agreement shall include, at a minimum, the following requirements:</p> <ul style="list-style-type: none"> <li>• The FMA shall be kept free from dry brush and grass. Tree canopies shall be trimmed 8-feet above grade to eliminate “fire ladders”. Dead material shall be removed annually from trees. If landscape materials are introduced into the FMA, the said materials shall be low growing plants with fire resistance qualities to the satisfaction of the Community Development Department and the Fire Department.</li> <li>• Structures shall not be located in the FMA. The residential building within the project site shall be constructed from fire resistant materials including but not limited to stucco, concrete boards, stone, and concrete. Retaining walls, if required, within or adjacent to the FMA shall be made from concrete, concrete blocks, or a similar materials. Wood retaining walls shall be prohibited.</li> <li>• Tubular steel fencing shall be used within or adjacent to the FMA. Wood fencing shall be prohibited.</li> </ul> <p>The Community Development Department and the Fire Department shall be responsible for the review and approval of all residential structures, retaining walls, fencing, and landscaping with respect to fire protection and the specific requirements related to the FMA.</p>	M, OG	CD, FD
<b>PARKS AND RECREATION REQUIREMENTS</b>				
70.		<p>The owner/applicant shall pay parkland dedication in-lieu fees (Quimby) for 0.496-acres in accordance with the Folsom Municipal Code, Section 16.32.040. Payment shall be made prior to issuance of the first Building Permit for the subdivision.</p>	B	PR



73.	<p>Prepare and implement a health and safety plan. The owner/applicant shall prepare a Health and Safety Plan, which shall be reviewed and approved by the City before initiating any demolition, grading, or other earthmoving activities. This plan shall require measures that will be employed during all demolition and construction activities to protect construction workers and the public from exposure to hazardous materials. These measures could include, but would not be limited to, posting notices, limiting access to the site, air monitoring, watering, and installation of wind fences. Contractors shall be required to comply with state health and safety standards for all demolition work. If necessary, this shall include compliance with Occupational Safety and Health Administration (OSHA) and Cal/OSHA requirements regarding exposure to lead-based paint and asbestos. In addition, the plan shall include procedures to follow if contaminated soil and/or groundwater or other hazardous materials are generated or encountered during construction. Such procedures could include, but would not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• All work shall be halted in the affected area and the type and extent of the contamination shall be determined.</li> <li>• The project contractor shall notify the owner/applicant if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorless groundwater) is encountered during excavation.</li> <li>• If contaminated areas are identified, the owner/applicant shall mitigate those impacts as necessary and provide appropriate documentation that demonstrates that the site does not pose an unacceptable risk. As necessary, the owner/applicant shall notify and seek appropriate agency approval of the contamination and remediation activities consistent with regulatory requirements.</li> <li>• Remediation activities could include but would not be limited to the excavation of contaminated soil areas and hauling of contaminated soil materials to an appropriate off-site disposal facility, mixing of onsite soils, and capping (i.e., paving or sealing) of contaminated areas.</li> </ul>	G, I, B	CD (P)(E)(B)
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74. Cont.	✓	<p>Before demolition of any structure, or removal of building materials, lead-based paint or ACMs shall be removed by a California licensed contractor who shall be monitored by an accredited State inspector in accordance with EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos worker construction standards. The lead-based paint or ACMs shall be disposed of properly at an appropriate off-site disposal facility. The final location, height, design, and materials for the retaining walls is subject to review and approval by the Community Development Department.</p>	G, I, B	CD (P)(E)(B)
74.			G, I, B	CD (P)(E)(B)
75.		<p>The owner/applicant shall design and construct an access road within the existing 30-foot-wide JPA Corridor from Sibley Street to Lot A within the project site for the purpose of maintaining project-related sewer and drainage facilities. The access road shall be improved to the satisfaction of the Community Development Department. A turn-a-round shall also be constructed to accommodate a vector truck with a 25-foot turn radius within the JPA Corridor or within the southwest corner of the project site to the satisfaction of the Community Development Department. In addition, a rolled curb shall be constructed at the intersection of Sibley Street and the access road.</p>	G, I, B	CD (P)(E)(B)
76.		<p>The Development Agreement by and between the City of Folsom and the Teichert Land Company for the subject 9.64-acre property located at 535 Levy Road shall be terminated by August 31, 2017. No Building Permits shall be issued for the Prospect Ridge Subdivision project until the Development Agreement is terminated.</p>	B	CD (P)(E)(B)
77.		<p>Each of the residential lots within the Prospect Ridge Subdivision shall be provided with a useable back-yard area that is a minimum of twenty feet in depth as measured from the rear façade of the house. The useable back-yard area shall be relatively flat and provide the homeowner with the opportunity development landscape and hardscape features.</p>	G, I	CD (P)(E)
78.		<p>In the event that the owner/applicant modifies any of the submitted plans (Grading Plan, Drainage Plan, Utility Plan, Landscape Plan, etc.) to accommodate the 20-foot useable back-yard area, the owner/applicant shall submit updated improvement plans that are subject to review and approval by the Community Development Department.</p>	G, I, B	CD (P)(E)

Attachment 1

Vicinity Map

# Vicinity Map



## Attachment 2

### General Plan Amendment Exhibit

SCALE	1" = 100'
DATE	
BY	
CHECKED BY	
APPROVED BY	

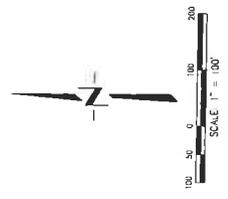
PROJECT: PROJECT C06  
 SHEET: 6  
 DATE: 05/20/2017  
 JOB NO: 1380.03



**PROSPECT RIDGE**  
**GENERAL PLAN AMENDMENT EXHIBIT**

PROJECT: PROJECT C06  
 SHEET: 6  
 DATE: 05/20/2017  
 JOB NO: 1380.03

- SHEET INDEX:**
- C1 TENTATIVE SUBDIVISION MAP
  - C2 PRELIMINARY GENERAL PLAN
  - C3 PRELIMINARY ZONING PLAN
  - C4 PRELIMINARY UTILITY PLAN
  - C5 REZONE EXHIBIT
  - C6 GENERAL PLAN AMENDMENT EXHIBIT



**PROPOSED GENERAL PLAN DESIGNATION**



**EXISTING GENERAL PLAN DESIGNATION**

Attachment 3

Rezone Exhibit



**Attachment 4**

**Preliminary Site Plan, dated June 1, 2017**

**PROSPECT RIDGE**  
 CITY OF FOLSOM COUNTY OF SACRAMENTO CALIFORNIA  
**CUNNINGHAM ENGINEERING**  
 JUNE 2017

**PROSPECT RIDGE  
 PRELIMINARY SITE PLAN**

PROJECT NO. 15080.03  
 DATE: 06/07/2017  
 SHEET NO. 6  
 OF 6

SCALE: 1" = 50'

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 CHECKED BY: [ ]  
 DRAWN BY: [ ]  
 DATE: [ ]

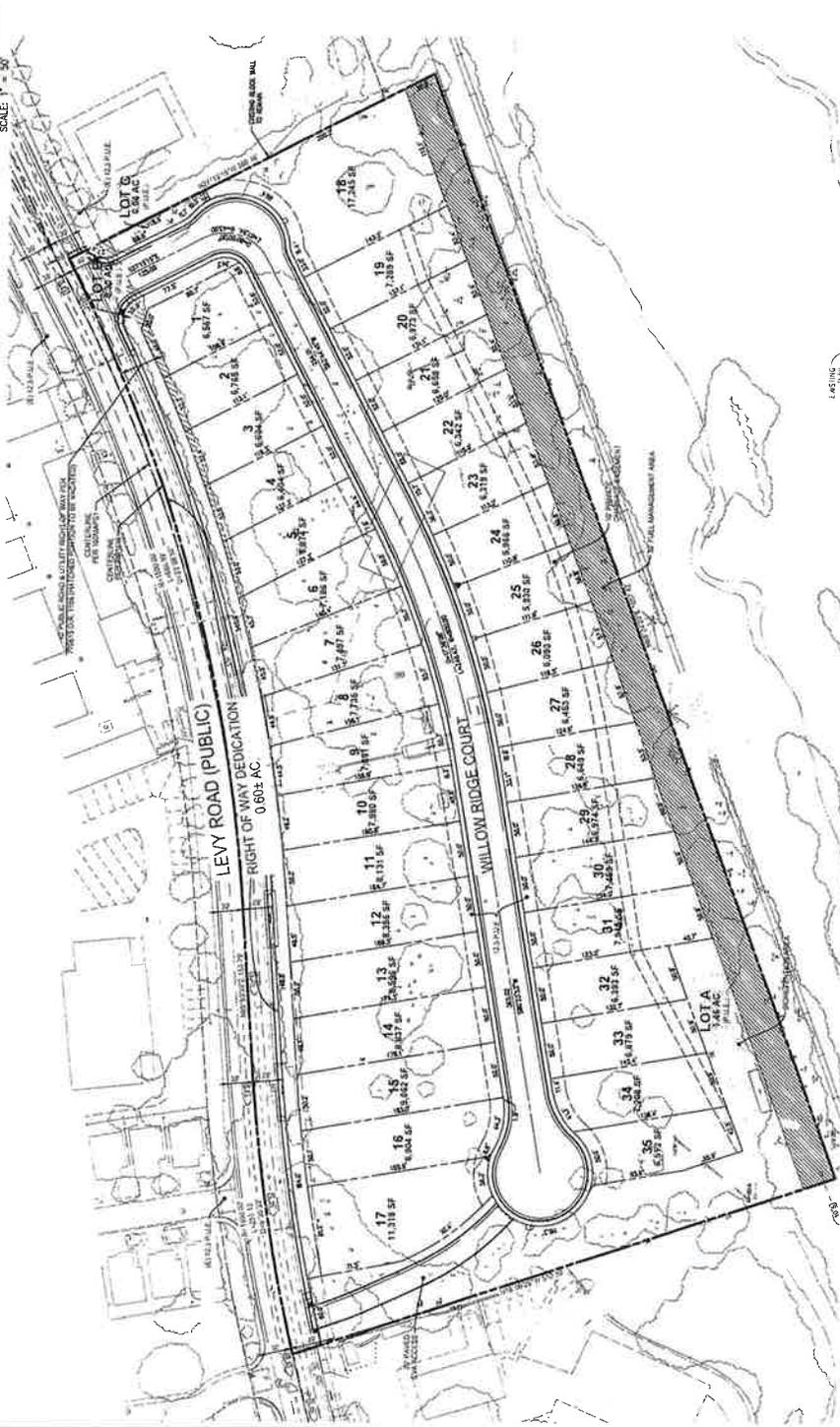
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 DATE: 06/07/2017  
 SHEET NO. 6  
 OF 6

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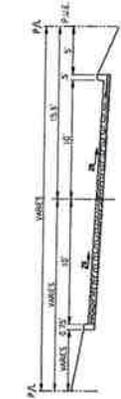
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 OF 6

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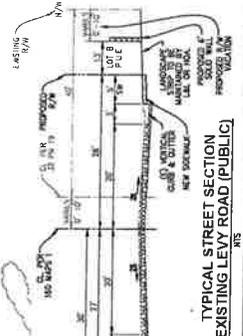
- SHEET INDEX:**
- C1 TENTATIVE SUBDIVISION MAP
  - C2 PRELIMINARY SITE PLAN
  - C3 PRELIMINARY GRADING PLAN
  - C4 PRELIMINARY UTILITY PLAN
  - C5 REZONE EXHIBIT
  - C6 GENERAL PLAN AMENDMENT EXHIBIT



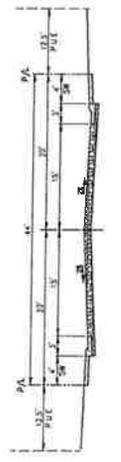
VICINITY MAP



TYPICAL STREET SECTION  
 EMERGENCY ACCESS ROAD (LOT A)



TYPICAL STREET SECTION  
 EXISTING LEVY ROAD (PUBLIC)



TYPICAL STREET SECTION  
 WILLOW RIDGE COURT



CUNNINGHAM ENGINEERING  
 2120 20th Street, Suite 200  
 Sacramento, CA 95811  
 (916) 486-2020  
 www.cunningham-engineering.com



**Attachment 5**

**Tentative Subdivision Map, dated June 1, 2017**



**Attachment 6**

**Preliminary Grading and Drainage Plan  
Dated June 1, 2017**

DESIGNED BY	PR
CHECKED BY	PR
DATE	08/07/2017
SCALE	1" = 40'

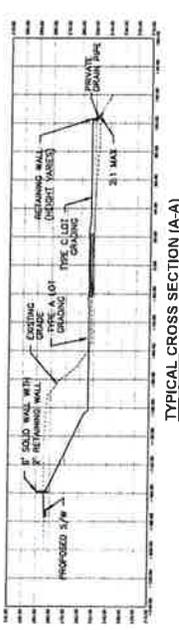
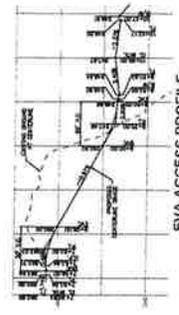
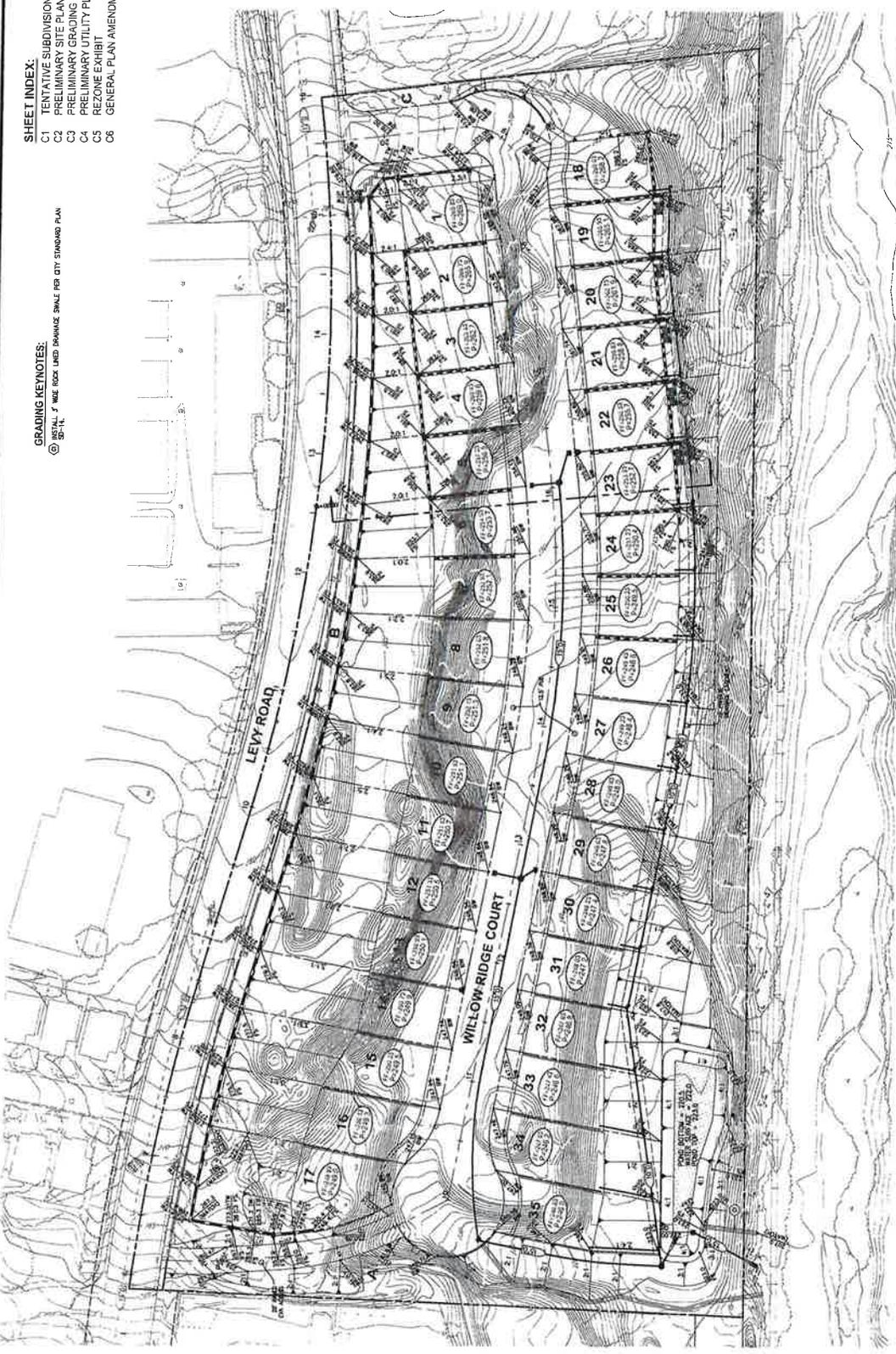
CIVIL ENGINEER  
 2700 South State Street  
 Suite 200  
 Stockton, CA 95210  
 (209) 796-2025  
 Fax: (209) 796-2026  
 www.foxgroup.com  
 Fox Group  
 2700 South State Street  
 Suite 200  
 Stockton, CA 95210  
 (209) 796-2025

CALIFORNIA  
**PROSPECT RIDGE**  
**PRELIMINARY GRADING PLAN**

SHEET  
**C3**  
 OF  
**6**  
 DATE: 08/07/2017  
 JOB NO. 158033

- SHEET INDEX:**
- C1 TENTATIVE SUBDIVISION MAP
  - C2 PRELIMINARY SITE PLAN
  - C3 PRELIMINARY GRADING PLAN
  - C4 PRELIMINARY UTILITY PLAN
  - C5 REZONE EXHIBIT
  - C6 GENERAL PLAN AMENDMENT EXHIBIT

**GRADING KEYNOTES:**  
 1. 2" MIN. BOX LINED DRAINAGE SWALE PER CITY STANDARD PLAN



Attachment 7

Preliminary Utility Plan, dated June 1, 2017



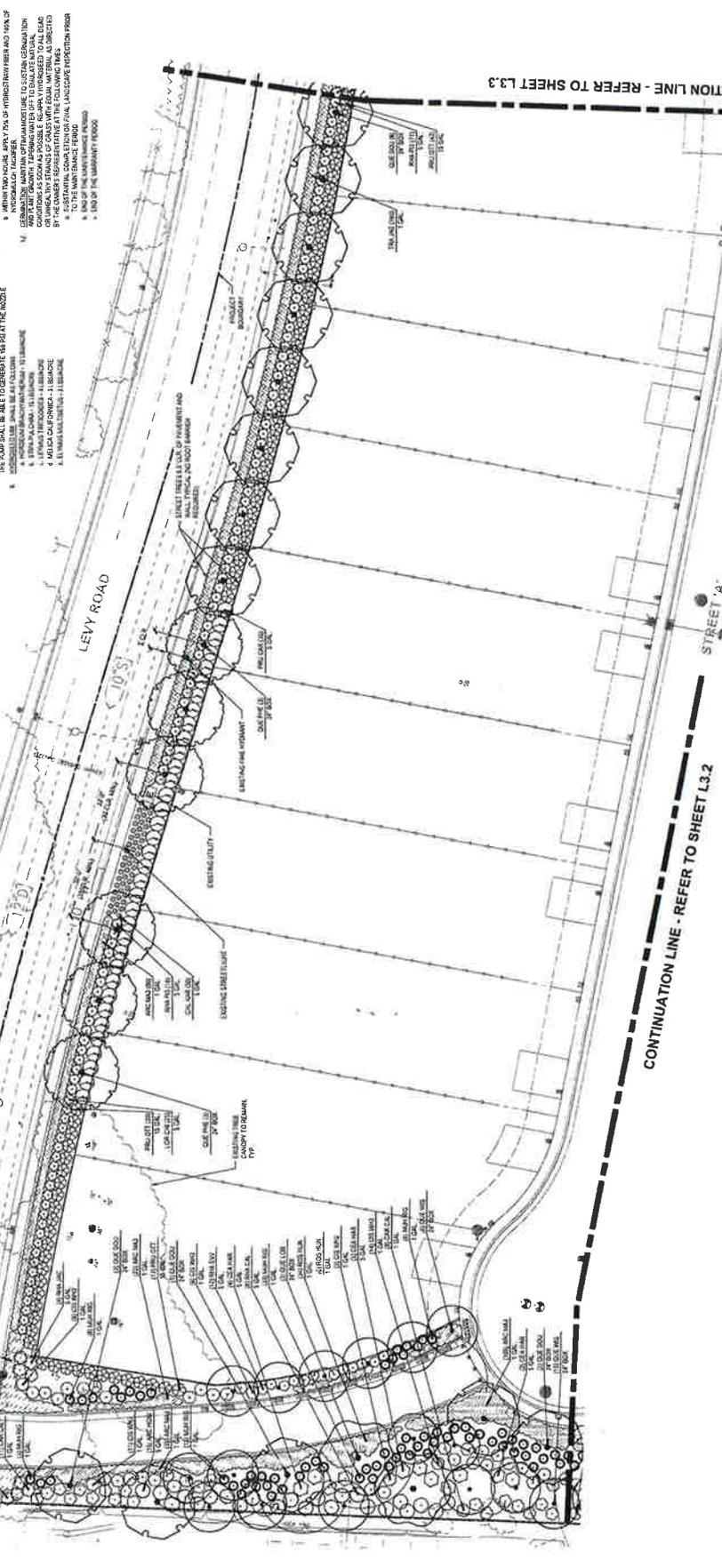
## Attachment 8

Preliminary Landscape Plan, dated March, 2017



**HYDROSEED SPECIFICATIONS**

1. SEEDS: HYDROSEEDING SHALL OCCUR BETWEEN SEPTEMBER AND APRIL. SEEDS SHALL BE HYBRID, FRESH, SEEDS GRADE A AND SHALL BE PREPARED WITH TWO TIMES THE AMOUNT OF WATER AS SPECIFIED IN THE CONTRACT DOCUMENTS. SEEDS SHALL BE LABELED IN ACCORDANCE WITH THE U.S. DEPARTMENT OF AGRICULTURE'S NATIONAL SEED IDENTIFICATION SYSTEM. SEEDS SHALL BE LABELED WITH THE FOLLOWING INFORMATION: HYBRID, GRADE A, AND THE NAME OF THE HYBRID. SEEDS SHALL BE LABELED WITH THE FOLLOWING INFORMATION: HYBRID, GRADE A, AND THE NAME OF THE HYBRID.
2. FERTILIZER: FOR HYDROSEEDING, ORGANIC, NON-PETROLEUM BASED FPK FERTILIZER SHALL BE USED. FERTILIZER SHALL BE APPLIED AT THE RATE OF 10 LBS PER 1000 SQ FT. FERTILIZER SHALL BE APPLIED TO THE SEEDS AT THE TIME OF SEEDING.
3. MULCH: MULCH SHALL BE APPLIED TO THE SEEDS AT THE TIME OF SEEDING. MULCH SHALL BE APPLIED AT THE RATE OF 2 INCHES PER 1000 SQ FT. MULCH SHALL BE APPLIED TO THE SEEDS AT THE TIME OF SEEDING.
4. HYDROSEEDING: HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
  - a. HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
  - b. HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
  - c. HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
5. HYDROSEEDING: HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
  - a. HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
  - b. HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
  - c. HYDROSEEDING SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:



- PLANTING NOTES**
1. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  2. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  3. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  4. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
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  6. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  7. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  8. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  9. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  10. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  11. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
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  13. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
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  15. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  16. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  17. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  18. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  19. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
  20. SITE ACCEPTANCE: THE CONTRACTOR SHALL OBSERVE THE SITE AND VERIFY THAT ALL LANDSCAPE AREAS AND SMALL PLANTS ARE IN PLANTED AREAS SHALL BE 100%.
- PLANTING LEGEND**
- 1. TREE
  - 2. SHRUB
  - 3. MULCH
  - 4. HYDROSEED
- CONTINUATION LINE - REFER TO SHEET L3.2**
- CONTINUATION LINE - REFER TO SHEET L3.3**
- SEE SHEET L3.1 FOR NOTES, L3.2 FOR LEGEND, AND L3.4 FOR DETAILS**

**ROACH + CAMPBELL**  
LANDSCAPE ARCHITECTURE  
111 S. Orange Ave.  
Suzanne Sikes  
918.463.0801 | 918.447.2119  
www.roachcampbell.com

**LANDSCAPE IMPROVEMENT PLANS FOR PROSPECT RIDGE COMMON AREAS (LOTS A, B, AND C) FOLSOM, CALIFORNIA**

PLANTING PLAN

DRAWN BY: STAFF  
CHECKED BY: JMC  
JOB NO.:  
DATE: JUNE 15, 2017  
REVISIONS:

**L3.1**

DRAINAGE IN SET

NOT FOR CONSTRUCTION UNLESS APPROVED BY THE AGENCY HAVING JURISDICTION (AHTJ)





Attachment 9

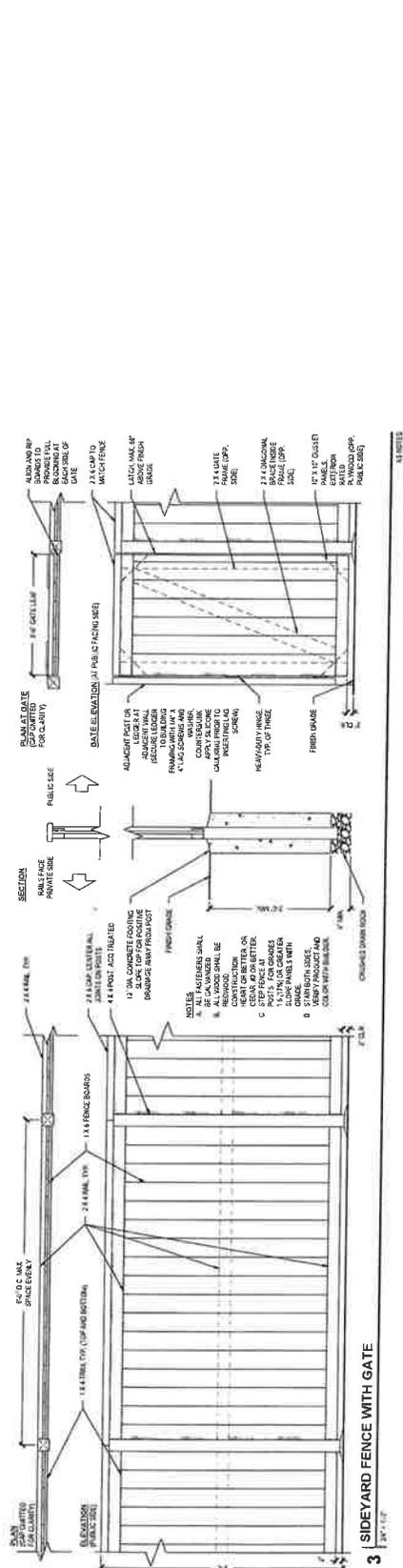
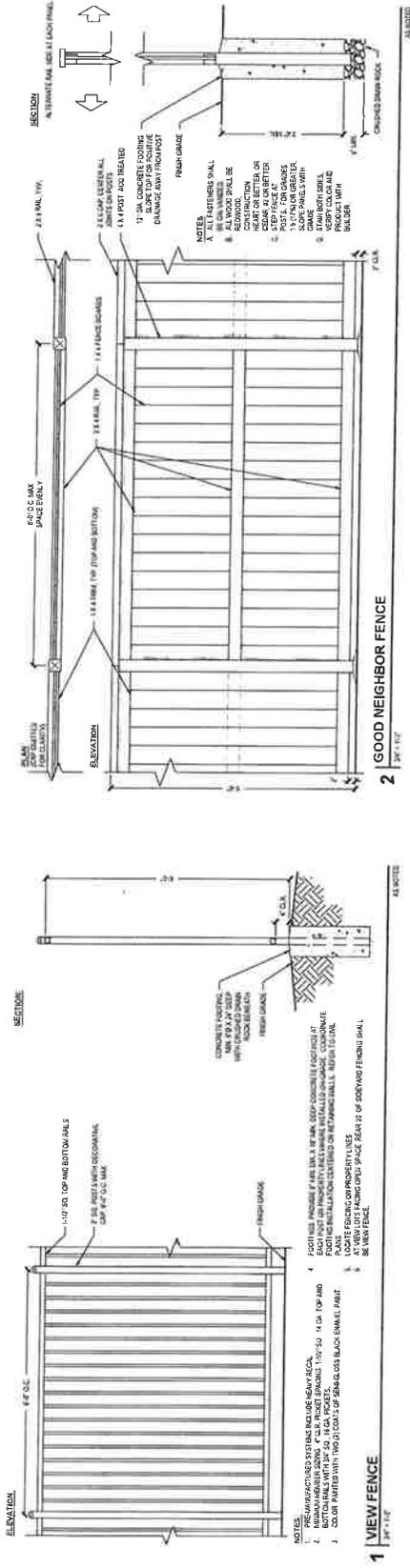
Access and Circulation Plan, dated February 22, 2017



## Attachment 10

Preliminary Site Details, dated March, 2017





**Prospect Ridge**  
Fencing Details  
Folsom, California  
Stonebridge Properties

## Attachment 11

### Preliminary Oak Tree Mitigation Plan

## 1. Introduction

Prospect Ridge is a residential subdivision proposed on industrial property where an inactive ready-mix facility is situated. That property is characterized by tall, steep (nearly vertical) slopes and numerous trees (see **Exhibit A** for site imagery). In fact, there are 128 protected trees on-site and many are growing on top, and even out of, the sloped face. Of the 128 protected trees, Sierra Nevada Arborists has recommended that 14 should be removed due to various defects, health, and instability issues, leaving 114 healthy protected trees.

As explained below, 66 protected trees (not including the 14 recommended for removal) must be removed and mitigated for to accommodate Prospect Ridge's development. In order to mitigate for the removal of those trees, this plan proposes:

1. **Avoidance:** Of the 114 healthy protected trees, the project avoids 48 trees.
2. **On-site replacement:** The 66 protected trees that will be removed will be replaced with 97 24-inch box native oaks on-site, 83 of which are mitigation trees.
3. **Preservation:** The project will preserve 10 native oaks that are otherwise unprotected due to their small trunk diameter.
4. **Tree Mitigation Fee:** The project would additionally pay an \$85,134 in-lieu fee.

Once this mitigation has been completed, Prospect Ridge will contain 154 native oak trees including 47 existing trees, 97 new plantings, and 10 unprotected native oaks that will be preserved. This represents a 135% increase over the number of healthy protected trees presently on the site.

## 2. Background

Prospect Ridge is proposed on a site where a ready-mix facility has been operated since the 1980's, though that operation is presently inactive. Given the site's inactivity and residential surroundings, the project proponents believe that the site is better suited as a residential subdivision than for industrial uses. In designing the reuse of the property, the project proponents, among other things, sought to preserve as many trees as possible and contribute to the adjacent Willow Creek canopy. After significant geotechnical studies, it became evident that residential development on the site could not be accomplished unless the slope is graded, effectively necessitating removal of numerous trees. This is because:

- The trees growing out of the slope and the slope's overall stability would create a liability issue for any homes situated near the toe of the slope
- A subsurface void was discovered within the slope which would create a ground-settlement threat to homes constructed on top of the slope
- Stabilizing the slope with a combination of retaining walls and deep foundations to accommodate residential development was economically infeasible for the project

Given the site's characteristics, design efforts shifted toward enabling a residential neighborhood by grading the site's slope down to create homesites along a single road traversing the site. The design team paid careful attention to trees that were not within the slopes and worked to preserve

them. In fact, retaining walls were included throughout the site to avoid impacts to many protected trees. The resulting site plan contains 35 lots and preserves a majority of the trees along the site’s southern boundary as well as numerous trees near Levy Road. A tree and foliage removal exhibit is attached as **Exhibit B**.

### 3. Overall Impacts and Mitigation Obligation

Prospect Ridge would remove 67 protected trees and must mitigate for their removal. The list of protected trees that would be removed is attached as **Exhibit C**. Of those 66 trees, 59 are rated “3”, the remaining 7 are rated “2”, and two trees are recommended for reevaluation. Consistent with Folsom requirements, the mitigation for removing those trees, assuming those that should be reevaluated are not ultimately recommended for removal, is summarized on the table below.

DBH Size of Trees	Number of Trees Removed	15 Gallon Mitigation Trees	24-Inch Box Mitigation Trees	In-Lieu Fee Per Tree	Total In-Lieu Fee Amount \$
6"-10"	23	184	92	\$ 750	\$ 17,250
11"-15"	16	240	96	\$ 1,500	\$ 24,000
16"-20"	16	320	160	\$ 2,000	\$ 32,000
21"-25"	6	180	90	\$ 2,500	\$ 15,000
26"-30"	3	105	51	\$ 3,000	\$ 9,000
31"-35"	2	80	40	\$ 3,500	\$ 7,000
36"-40"	0	0	0	\$ 4,500	\$ -
>40"	0	0	0	\$ 6,000	\$ -
<b>Totals</b>	<b>66</b>	<b>1,109</b>	<b>529</b>		<b>\$ 104,250</b>

### 4. Mitigation Strategy

In order to mitigate for the loss of 66 protected trees, Prospect Ridge has proposed a combination of mitigation plantings, preservation of unprotected native oak trees, and payment of an in-lieu fee.

#### Avoidance

Through the design efforts discussed above, the project is able to avoid 48 protected trees. Those trees are located predominately along the southern portion of the property that is closest to Willow Creek and the northwest portion of the property where numerous native oaks exist. Additionally, several non-protected trees are also avoided on the project site.

#### On-Site Plantings

Prospect Ridge’s landscape plan includes 97 24-inch box native oak trees. Each of these plantings will be within irrigated landscape areas that will be maintained by a landscape and lighting district formed in connection with the project. Of the 97 plantings, 83 would count toward mitigation because of the 26 native oaks planted along Levy Road, 14 are required street trees and 12 are additional plantings proposed by the project proponents for mitigation. These 12 additional street trees offered as mitigation will further enhance the streetscape along Levy Road.

#### Preservation of Unprotected Native Oak Trees

The City of Folsom’s tree preservation ordinance does not protect native oaks with a DBH less than 6 inches. Those trees are nonetheless valuable since they are established trees that have a

strong likelihood of maturing well. On the project site, there are 10 unprotected native oaks that Prospect Ridge will preserve. Those trees are documented in **Exhibit D** and depicted on **Exhibit B**. Prospect Ridge would receive credit for preserving those trees consistent with the table below, amounting to 14 24 –inch box trees of credit.

<b>FOLSOM --- SMALL TREE PRESERVATION CREDITS [NEED TO UPDATE]</b>			
<b>Caliper of Tree to be protected</b>	<b>Number of Trees</b>	<b>Mitigation Credit Per Tree</b>	<b>Total Mitigation Credit (24" Box)</b>
1" and less than 3"	2	1 Container in a #15 or 3 in a #5	1
3" and less than 4"	3	1 24" box or 2 #15 Trees	3
4" and less than 6"	5	2 24" box or 4 #15 trees	10
<b>Total</b>	<b>10</b>		<b>14</b>

#### In Lieu Fee

In order to calculate the in-lieu fee due after on-site mitigation plantings and preservation of unprotected native oak trees, the on-site mitigation (plantings and preservation credits) as a percentage of the 529 24-inch box plantings required for mitigation was calculated. The percentage of the mitigation unfulfilled by on-site planting and preservation was then multiplied by the total in-lieu fee obligation to arrive at the total in-lieu fee due. As summarized on the table below, Prospect Ridge's in-lieu tree mitigation obligation would be \$86,577.

#### Prospect Ridge In-Lieu Fee Obligation

a	Required 24" Box Mitigation Plantings		529
b	24" Box Mitigation Plantings		83
c	24' Box Tree Preservation Credits		14
d	<b>Total Planting/Preservation Mitigation</b>	(b+c)	<b>97</b>
e	Remaining 24' Box Mitigation Plantings	(a-d)	432
f	% of Mitigation Proposed On-Site	(d/a)	18%
g	In-Lieu Fee Option for Total Project Requirement		\$ 104,250
h	Less % Completed by Planting	(f*g)	\$ 19,116
i	<b>In-Lieu Fee Due</b>	(g-h)	<b>\$ 85,134</b>

## 5. Summary

Prospect Ridge would create a subdivision with a total of 154 native oak trees, an increase of 40 over the 114 protected trees presently on the site. Of the proposed subdivision's 154 trees, 48 are protected native oaks that the project avoids, 97 are new plantings, and 10 are unprotected native oaks that will be preserved. In addition to the new plantings, Prospect Ridge would pay an in-lieu fee of \$85,134 to the City of Folsom. The in-lieu fee may be updated if any additional protected trees are avoided, removed due to construction activities, or subsequently recommended for removal. Additionally, street trees within the project and landscaping trees within backyards

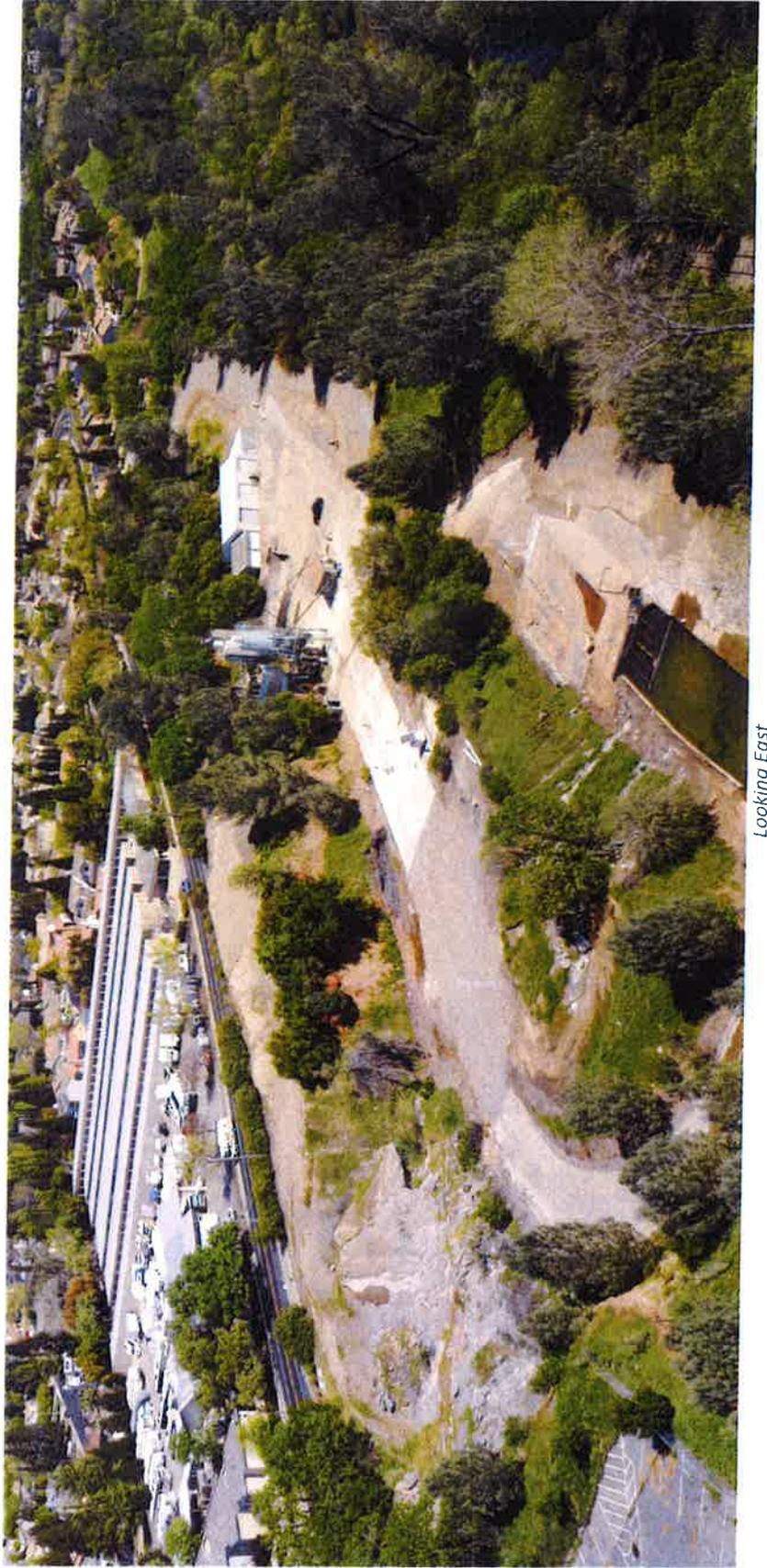
would be planted as homes within Prospect Ridge are built, ultimately resulting in a tree canopy that is maintained better than the present condition on the site.

**Exhibit A**

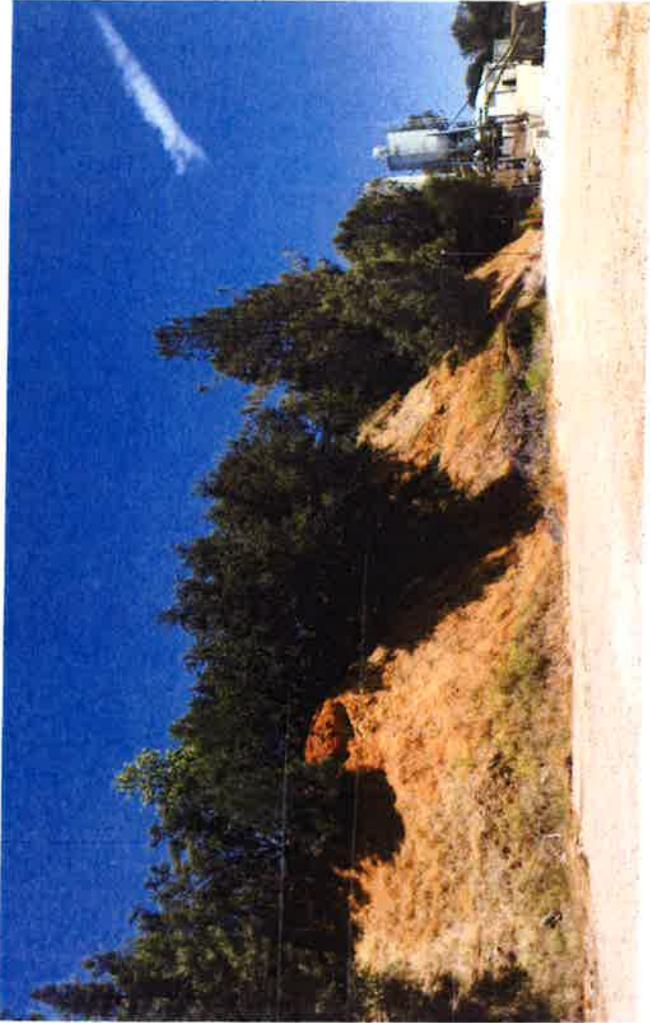
Site Imagery



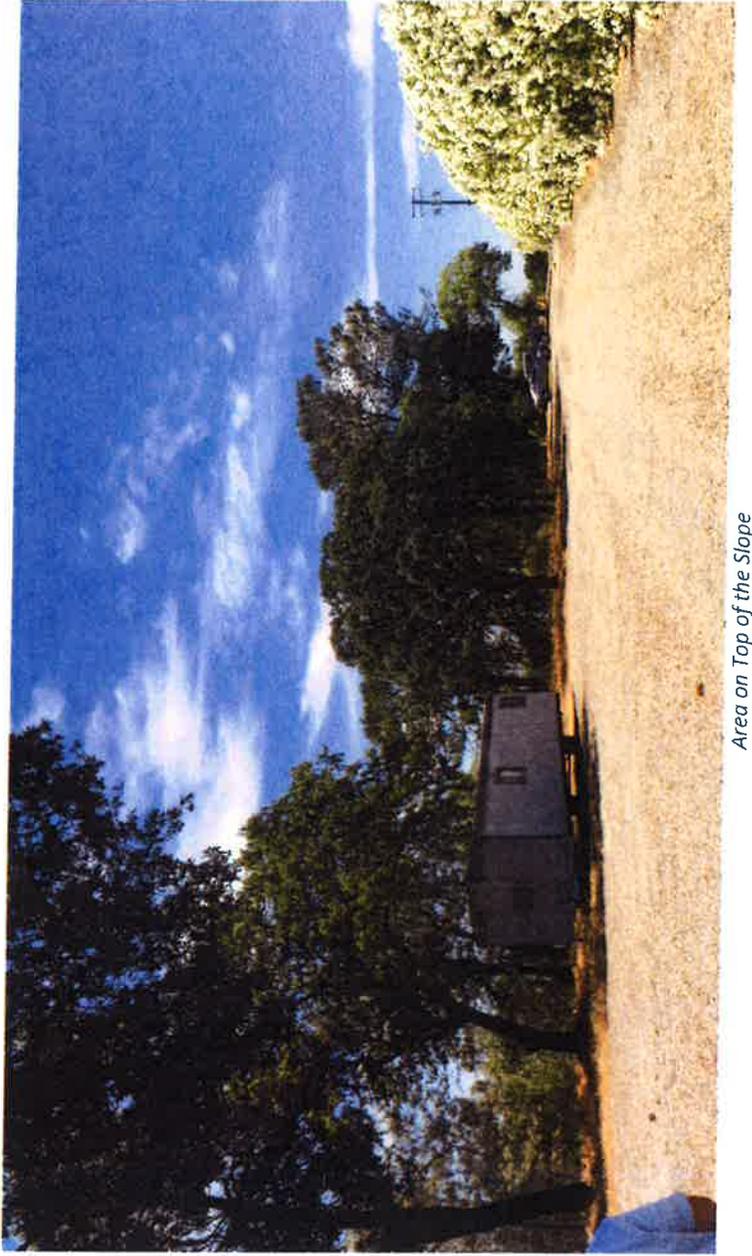
*Face of the Slope*



*Looking East*



*Face of the Slope*



*Area on Top of the Slope*

**Exhibit B**

Tree and Foliage Removal Exhibit



**Exhibit C**

List of Protected Trees to be Removed

**STONEBRIDGE PROPERTIES**  
**535 Levy Road Project Site**  
**City of Folsom, California**  
**TREE INVENTORY SUMMARY**

TREE#	COMMON NAME	SPECIES	MULTI-STEMS (feet)	TOTAL DBH INCHES	D.L.R (feet)	TPZ	RT CR	CONDITIONAL ASSESSMENT					RATING	
								TRUNK	LIMBS	FOLIAGE	STRUCTURE	VIGOR		
Column1	Column2	Column3	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	
4401	Interior Live Oak	<i>(Quercus wislizeni)</i>		18	23	24	Fair	Fair	Fair	Fair	Fair	Fair	Fair	3
4402	Interior Live Oak	<i>(Quercus wislizeni)</i>		11	17	18	Poor to fair	Poor to fair	Fair	Fair	Poor to fair	Poor to fair	Fair	3
4403	Interior Live Oak	<i>(Quercus wislizeni)</i>		8	14	15	Fair	Poor to fair	Poor to fair	Fair	Poor to fair	Poor to fair	Fair	2
4404	Interior Live Oak	<i>(Quercus wislizeni)</i>	6,6,10,10	16	18	19	Poor to fair	Poor to fair	Fair	Fair	Poor to fair	Poor to fair	Fair	3
4405	Interior Live Oak	<i>(Quercus wislizeni)</i>	7,8,11	16	21	22	Fair	Fair	Fair	Fair	Fair	Fair	Fair	3
4406	Blue Oak	<i>(Quercus douglasii)</i>		12	13	14	Fair	Poor to fair	Poor to fair	Fair	Poor to fair	Poor to fair	Fair	3
4407	Blue Oak	<i>(Quercus douglasii)</i>	10,10	14	13	14	Poor to fair	Poor to fair	Poor to fair	Fair	Poor to fair	Poor to fair	Fair	3
4408	Blue Oak	<i>(Quercus douglasii)</i>		10	16	17	Poor to fair	Poor to fair	Fair	Fair	Poor to fair	Poor to fair	Fair	3

**STONEBRIDGE PROPERTIES**  
**535 Levy Road Project Site**  
**City of Folsom, California**  
**TREE INVENTORY SUMMARY**

TREE#	COMMON NAME	SPECIES	MULTI-STEMS (inches)	TOTAL DBH INCHES	DLR (feet)	TPZ	CONDITIONAL ASSESSMENT					RATING	
							RI CR	TRUNK	LIMBS	FOLIAGE	STRUCTURE		VIGOR
4411	Blue Oak	( <i>Quercus douglasii</i> )	9,12	16	15	16	Fair	Fair	Fair	Fair	Fair	Fair	3
4412	Blue Oak	( <i>Quercus douglasii</i> )	7,17	10	23	24	Fair	Fair	Fair	Fair	Fair	Fair	3
4413	Interior Live Oak	( <i>Quercus wislizeni</i> )	12,12	16	23	24	Fair	Fair	Fair	Fair	Fair	Fair	3
4414	Blue Oak	( <i>Quercus douglasii</i> )		6	7	8	Fair	Fair	Fair	Fair	Fair	Fair	3
4417	Blue Oak	( <i>Quercus douglasii</i> )		8	15	16	Fair	Fair	Fair	Fair	Fair	Fair	3
4418	Blue Oak	( <i>Quercus douglasii</i> )		6	9	10	Fair	Fair	Fair	Fair	Fair	Fair	3
4421	Interior Live Oak	( <i>Quercus wislizeni</i> )	7,8	10	16	17	Fair	Poor to fair	Poor to fair	Fair	Poor to fair	Fair	2
4422	Interior Live Oak	( <i>Quercus wislizeni</i> )	5,6,7,7	10	22	23	Fair	Fair	Fair	Fair	Fair	Fair	3
4423	Interior Live Oak	( <i>Quercus wislizeni</i> )	7,7,8	10	17	18	Fair	Fair	Fair	Fair	Fair	Fair	3
4424	Interior Live Oak	( <i>Quercus wislizeni</i> )	5,6	8	11	12	Fair	Fair	Fair	Fair	Fair	Fair	3
4425	Interior Live Oak	( <i>Quercus wislizeni</i> )	4,5,5	8	10	11	Poor to fair	Poor to fair	Fair	Fair	Poor to fair	Fair	2
4426	Interior Live Oak	( <i>Quercus wislizeni</i> )	4,4,5,5,5,6,8	14	19	20	Poor to fair	Poor to fair	Fair	Fair	Poor to fair	Fair	2

**STONEBRIDGE PROPERTIES**  
**535 Levy Road Project Site**  
**City of Folsom, California**  
**TREE INVENTORY SUMMARY**

TREE#	COMMON NAME	SPECIES	MULTI-STEMS (checked)	TOTAL DBH INCHES	DLR (feet)	TPZ	CONDITIONAL ASSESSMENT					RATING	
							RI CR	TRUNK	LIMBS	FOLIAGE	STRUCTURE		VIGOR
4427	Interior Live Oak	<i>(Quercus wislizeni)</i>	12,14	18	22	23	Poor to fair	Poor to fair	Fair	Fair	Poor to fair	Fair	2
4467	Interior Live Oak	<i>(Quercus wislizeni)</i>		11	17	18	Fair	Fair	Fair	Fair	Fair	Fair	3
4468	Interior Live Oak	<i>(Quercus wislizeni)</i>		12	23	24	Fair	Fair	Fair	Fair	Fair	Fair	3
4472	Blue Oak	<i>(Quercus douglasii)</i>		18	27	28	Fair	Fair	Fair	Fair	Fair	Fair	3
4473	Blue Oak	<i>(Quercus douglasii)</i>		11	19	20	Fair	Fair	Fair	Fair	Fair	Fair	3
4474	Interior Live Oak	<i>(Quercus wislizeni)</i>		24	30	31	Fair	Poor to fair	Fair	Fair	Fair	Fair	3
4475	Blue Oak	<i>(Quercus douglasii)</i>		10	15	16	Fair	Fair	Fair	Fair	Fair	Fair	3
4476	Blue Oak	<i>(Quercus douglasii)</i>	10,14	18	23	24	Fair	Fair	Fair	Fair	Fair	Fair	3
4477	Blue Oak	<i>(Quercus douglasii)</i>	6,13,14	20	28	29	Fair	Fair	Fair	Fair	Fair	Fair	3
4481	Blue Oak	<i>(Quercus douglasii)</i>		20	24	25	Fair	Fair	Fair	Fair	Fair	Fair	3
4482	Interior Live Oak	<i>(Quercus wislizeni)</i>	8,14,30	34	29	30	Fair	Fair	Fair	Fair	Fair	Fair	3

**STONEBRIDGE PROPERTIES**  
**535 Levy Road Project Site**  
**City of Folsom, California**  
**TREE INVENTORY SUMMARY**

TREE#	COMMON NAME	SPECIES	HEIGHT- STEMS (ft/inch)	TOTAL DBH INCHES	DLR (feet)	TPZ	RT CR	CONDITIONAL ASSESSMENT				RATING
								TRUNK	LIMBS	FOLIAGE	STRUCTURE	
4483	Interior Live Oak	( <i>Quercus wislizeni</i> )	10,30	32	33	34	Fair	Fair	Fair	Fair	Fair	3
4484	Interior Live Oak	( <i>Quercus wislizeni</i> )		8	14	15	Fair	Fair	Fair	Fair	Fair	3
4485	Blue Oak	( <i>Quercus douglasii</i> )		7	14	15	Fair	Fair	Fair	Fair	Fair	3
4486	Blue Oak	( <i>Quercus douglasii</i> )		14	21	22	Fair	Fair	Fair	Fair	Fair	3
4487	Blue Oak	( <i>Quercus douglasii</i> )	7,8,10	14	10	11	Fair	Fair	Fair	Fair	Fair	3
4488	Blue Oak	( <i>Quercus douglasii</i> )		14	18	19	Fair	Fair	Fair	Fair	Fair	3
4489	Blue Oak	( <i>Quercus douglasii</i> )		21	23	24	Fair	Fair	Fair	Fair	Fair	3
4490	Blue Oak	( <i>Quercus douglasii</i> )		21	28	29	Poor to fair	Poor to fair	Fair	Fair	Poor to fair	2
4492	Blue Oak	( <i>Quercus douglasii</i> )		20	25	26	Fair	Fair	Fair	Fair	Fair	3
4493	Blue Oak	( <i>Quercus douglasii</i> )		12	13	14	Poor to fair	Poor to fair	Fair	Fair	Poor to fair	2
4494	Blue Oak	( <i>Quercus douglasii</i> )		17	23	24	Fair	Fair	Fair	Fair	Fair	3
4495	Blue Oak	( <i>Quercus douglasii</i> )		17	21	22	Fair	Fair	Fair	Fair	Fair	3
4496	Blue Oak	( <i>Quercus douglasii</i> )		25	28	29	Fair	Fair	Fair	Fair	Fair	3
4498	Blue Oak	( <i>Quercus douglasii</i> )	13,15	20	16	17	Fair	Fair	Fair	Fair	Fair	3

**STONEBRIDGE PROPERTIES**  
**535 Levy Road Project Site**  
**City of Folsom, California**  
**TREE INVENTORY SUMMARY**

TREE#	COMMON NAME	SPECIES	MULTI-STEMS (feet)	TOTAL DBH INCHES	DLR (feet)	TPZ	RT CR	CONDITIONAL ASSESSMENT				RATING
								TRUNK	LIMBS	FOLIAGE	STRUCTURE	
4499	Interior Live Oak	( <i>Quercus wislizeni</i> )	4,4,4,5,6	10	12	13	Fair	Fair	Fair	Fair	Fair	3
4500	Blue Oak	( <i>Quercus douglasii</i> )		9	12	13	Fair	Fair	Fair	Fair	Fair	3
4501	Interior Live Oak	( <i>Quercus wislizeni</i> )	7,8,9	14	15	16	Fair	Fair	Fair	Fair	Fair	3
4502	Blue Oak	( <i>Quercus douglasii</i> )	19,23	30	28	29	Poor to fair	Fair	Fair	Fair	Poor to fair	2
4504	Blue Oak	( <i>Quercus douglasii</i> )	8,9	12	15	16	Fair	Fair	Fair	Fair	Fair	3
4505	Interior Live Oak	( <i>Quercus wislizeni</i> )	2,4,4,5,6	10	12	13	Fair	Fair	Fair	Fair	Fair	3
4506	Blue Oak	( <i>Quercus douglasii</i> )	5,6	8	13	14	Fair	Fair	Fair	Fair	Fair	3
4507	Interior Live Oak	( <i>Quercus wislizeni</i> )	2,2,3,3,3,4,4	8	12	13	Fair	Fair	Fair	Fair	Fair	3
4508	Interior Live Oak	( <i>Quercus wislizeni</i> )	6,6,9,12	16	20	21	Obscured	Fair	Fair	Fair	Obscured	3
4511	Interior Live Oak	( <i>Quercus wislizeni</i> )	5,6,6,6	10	12	13	Fair	Fair	Fair	Fair	Fair	3

**STONEBRIDGE PROPERTIES**  
**535 Levy Road Project Site**  
**City of Folsom, California**  
**TREE INVENTORY SUMMARY**

TREE#	COMMON NAME	SPECIES	NEZ/F STEMS ft/inches	TOTAL DBH INCHES	DLR (feet)	TVZ	CONDITIONAL ASSESSMENT					RATING
							RT CR	TRUNK	LIMBS	FOLIAGE	STRUCTURE	
4512	Interior Live Oak	( <i>Quercus wislizeni</i> )	2,3,4,4,4,5,6	10	15	16	Fair	Fair	Fair	Fair	Fair	3
4518	Blue Oak	( <i>Quercus douglasii</i> )		12	14	15	Fair	Fair	Fair	Fair	Fair	3
4520	Blue Oak	( <i>Quercus douglasii</i> )		29	30	31	Fair	Fair	Fair	Fair	Fair	3
4521	Blue Oak	( <i>Quercus douglasii</i> )		14	17	18	Fair	Fair	Poor	Fair	Poor	3
4522	Interior Live Oak	( <i>Quercus wislizeni</i> )	4,5,6	8	10	11	Fair	Fair	Poor	Fair	Poor	3
4523	Blue Oak	( <i>Quercus douglasii</i> )		17	22	23	Fair	Fair	Poor to fair	Fair	Poor to fair	2
4524	Blue Oak	( <i>Quercus douglasii</i> )	4,6	6	13	14	Fair	Fair	Fair	Fair	Fair	3
4525	Blue Oak	( <i>Quercus douglasii</i> )		11	15	16	Fair	Fair	Fair	Fair	Fair	3
4526	Blue Oak	( <i>Quercus douglasii</i> )		21	23	24	Fair	Fair	Fair	Fair	Fair	3
4574	Blue Oak	( <i>Quercus douglasii</i> )		24	25	26	Fair	Poor to fair	Fair	Dormant	Poor to fair	3
4575	Blue Oak	( <i>Quercus douglasii</i> )		28	27	28	Fair	Poor to fair	Fair	Dormant	Poor to fair	3

**Exhibit D**

Small Tree Preservation Credit Inventory



April 3, 2017

Mr. Grant Taylor  
 Stonebridge Properties, LLC  
 3500 American River Drive  
 Sacramento, California 95864

RE: *Supplemental Small Tree Preservation Credit (STPC) tree inventory, 535 Levy Road City of Folsom, California*

Dear Mr. Taylor:

As you are aware on March 23<sup>rd</sup> Sierra Nevada Arborists revisited the Prospect Ridge project site at 535 Levy Road in Folsom, California. The purpose of this site visit was to inspect the site and identify potential candidates for “Small Tree Preservation Credits(STPC)”. Potential candidates for STPC were selected based on the criteria provided by Ken Menser at the City of Folsom and include native oak trees less than 6” dbh in good condition which are situated in desirable locations outside of proposed development areas in terms of future growth and viability.

A total of 10 trees were inventoried for this effort and their specific data is detailed below. The inventoried trees were tagged in the field with a pre-stamped round tag bearing numbers 13401 to 13410 which have yellow and red flagging attached. The approximate locations of these trees have been rough plotted on the attached site plan.

**SMALL TREE PRESERVATION CREDIT INVENTORY**

TREE NUMBER	SPECIES	Dbh	Cal	DLR	Rating	STPC #15
13401	Blue Oak	3”, 4”		5	4	4
13402	Interior Live Oak		1.5”, 3.5”	4	3	1
13403	Interior Live Oak	5”		12	3	4
13404	Interior Live Oak	2”		6	4	1
13405	Interior Live Oak	3”		7	3	2

Mr. Grant Taylor  
RE: Prospect Ridge 535 Levy Rd Project Site,  
City of Folsom, California  
April 3, 2017  
Page 2

13406	Interior Live Oak	2"		5	3	1
13407	Interior Live Oak	2"		6	3	1
13408	Interior Live Oak	3",3",3",4"		12	3	4
13409	Interior Live Oak	3",3",4"		11	3	4
13410	Interior Live Oak	3",3",4",4",5"		10	3	4
						26

The inventoried trees qualify for 26 #15 container mitigation credits.

Please feel free to give me a call if you have any questions or require additional information.

Very truly yours,



Edwin E. Stirtz  
International Society of Arboriculture  
Certified Arborist WE-0510A  
ISA Tree Risk Assessment Qualified  
Member, American Society of Consulting Arborists

EES  
encl

**IRRIGATION DESIGN STATEMENT**

THE IRRIGATION DESIGN STATEMENT IS A STATEMENT OF THE DESIGNER'S DESIGN CONCEPTS AND ASSUMPTIONS. IT IS NOT A CONTRACT DOCUMENT. THE IRRIGATION DESIGN STATEMENT IS A STATEMENT OF THE DESIGNER'S DESIGN CONCEPTS AND ASSUMPTIONS. IT IS NOT A CONTRACT DOCUMENT. THE IRRIGATION DESIGN STATEMENT IS A STATEMENT OF THE DESIGNER'S DESIGN CONCEPTS AND ASSUMPTIONS. IT IS NOT A CONTRACT DOCUMENT.

**PROPOSED TREE LEGEND**

SIZE	SIZE	SPACING	COMMENTS	CODE	QTY	REMARKS
12" DBH	12" DBH	12' ON CENTER	PLANTING	12" DBH	12	PLANTING
18" DBH	18" DBH	18' ON CENTER	PLANTING	18" DBH	18	PLANTING
24" DBH	24" DBH	24' ON CENTER	PLANTING	24" DBH	24	PLANTING
30" DBH	30" DBH	30' ON CENTER	PLANTING	30" DBH	30	PLANTING
36" DBH	36" DBH	36' ON CENTER	PLANTING	36" DBH	36	PLANTING
42" DBH	42" DBH	42' ON CENTER	PLANTING	42" DBH	42	PLANTING
48" DBH	48" DBH	48' ON CENTER	PLANTING	48" DBH	48	PLANTING
54" DBH	54" DBH	54' ON CENTER	PLANTING	54" DBH	54	PLANTING
60" DBH	60" DBH	60' ON CENTER	PLANTING	60" DBH	60	PLANTING

**PRELIMINARY PLANT LEGEND**

THE PRELIMINARY PLANT LEGEND IS A STATEMENT OF THE DESIGNER'S DESIGN CONCEPTS AND ASSUMPTIONS. IT IS NOT A CONTRACT DOCUMENT. THE PRELIMINARY PLANT LEGEND IS A STATEMENT OF THE DESIGNER'S DESIGN CONCEPTS AND ASSUMPTIONS. IT IS NOT A CONTRACT DOCUMENT.



**Prospect Ridge**

Preliminary Landscape Plan  
Folsom, California  
Stonebridge Properties



## Attachment 12

### Inclusionary Housing Plan



STONEBRIDGE PROPERTIES, LLC	3500 AMERICAN RIVER DRIVE, SACRAMENTO CA 95864	
P.O. Box 13308 SACRAMENTO, CA 95813-3308	PHONE: (916) 484-3200	WWW.STONEBRIDGEPROPERTIES.COM

April 11, 2017

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

**Re: Prospect Ridge Inclusionary Housing Plan**

Dear Mr. Johnson:

This letter is to formally notify the City of Folsom that Teichert Land Co., or any subsequent owner of the property on which Prospect Ridge will be developed, will pay an affordable housing in-lieu fee in accordance to FMC Section 17.104.060 (G) as building permits for that project are issued. Payment of that in-lieu fee would satisfy the Inclusionary Housing Plan requirement for the Prospect Ridge development application.

Please contact me if you have any further questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Grant Taylor', is written over a horizontal line.

Grant Taylor

## Attachment 13

# Prospect Ridge Subdivision Design Guidelines and Development Standards

# Prospect Ridge

Design Guidelines  
And  
Development Standards



City of Folsom  
April 13, 2017

# 1. Introduction

## A. Location and Setting

Prospect Ridge is a 35 unit single-family development located at 535 Levy Road within the City of Folsom as illustrated by Figure 1. The project has been designed to repurpose a former industrial area and integrate residential and open space land uses into the existing neighborhood. Existing land uses within the vicinity of the project include commercial and single-family residential to the north, single-family residential to the east, open space to the south, and industrial to the east.

## B. Purpose

The purpose of this document is to establish Design Guidelines and Development Standards to guide development for the project. These development standards and design guidelines will implement the City of Folsom General Plan goals for the area and to establish a design framework within which builders and architects/designers can conceive and produce high-quality design and construction for the project.

Variations to these standards may be considered during the City's review of building permits and plans for Prospect Ridge. This document is intended to encourage and direct a high level of design quality to the project site while permitting flexibility for creative expression and innovative design solutions.

### i. Design Guidelines

These Design Guidelines articulate the design expectations for the comprehensive vision of the proposed neighborhood; the common area landscapes, hardscapes, open spaces, fencing, entry features and site lighting; and the design character of individual homes.

### ii. Development Standards

The Development Standards provide the regulatory framework for housing product design and placement within Prospect Ridge and are patterned after the City's R-1-M (Residential, Single Family Dwelling, Small Lot Zoning District (Chapter 17.13) development standards. Unless otherwise specified in these Design Guidelines and Development Standards, the Project is consistent with the General Plan R-1-M land use designation and the pending rezone to the R-1-M zone district

### iii. Interpretations

These Design Guidelines are in substantial accordance with the City of Folsom development regulations, which includes the City's Hillside Development Guidelines, Zoning Ordinance, and the City Design Standards and Standard Construction Specifications. These Design Guidelines and Development Standards guidelines are a guide to ensure that Prospect Ridge withstands the test of time as a thoughtfully planned neighborhood. The final design (including floor plans, elevations, landscape plans, parking, fire suppression and solid waste plans) must be prepared following approval of the zoning and tentative subdivision map for the Project. Such plans shall be subject to the review and approval by the applicable City departments prior to the commencement of development and/or issuance of building permits. If conflicts arise between the City's Zoning Code, Subdivision Ordinance, or Development Standards, these Design Guidelines and Development Standards would control. Where this document is silent, the City's Zoning and Subdivision Ordinances will apply.

#### iv. Organization of these Guidelines

This document is organized to guide the detailed design and implementation of the landscape, open space, and other shared elements of the neighborhood to the design of individual homes that will complement this setting. Accordingly, this document is organized into the following sections:

##### Section 2: Landscape, Fencing and Lighting

The primary common elements of the neighborhood including public landscaping, neighborhood streets, residential landscaping, lighting, walls and fencing are all covered within Section 2.

##### Section 3: Development Standards and Architectural Design

Development standards and guidelines for building form, massing and architectural styles are all contained within Section 3.

## 2. Landscape, Fencing, and Lighting Design Guidelines

### A. Public Landscaping Guidelines Main Concepts

The Landscape in Prospect Ridge's public areas will conform to the approved landscape plan attached as Figure 2 and outlined within Section 2 of this document. All landscaping within public areas, will be maintained by a Landscape and Lighting District.

#### i. Abundance of Trees

Sitting adjacent to Willow Creek, Prospect Ridge is nestled under a beautiful canopy comprised of many different tree species, including various native oaks. Prospect Ridge aims to extend that canopy into the project with a variety of native oak plantings intermingled with other tree species where appropriate. To accomplish this, the Project's landscape should include trees within public landscape areas wherever possible.

#### ii. Water Efficient Landscape

The landscape at Prospect Ridge will adhere to all state and local regulatory requirements pertaining to water efficiency. Working within these requirements, a variety of plant species will be selected that aesthetically complement one another and enhance the neighborhood.

#### iii. Irrigation

All public landscape areas shall have automatically controlled irrigation systems. Irrigation design may incorporate the use of spray, and/or subsurface in-line emitter, or other high efficiency drip-type systems, or any combination of those varying system types. Based on industry standard landscape maintenance, and the associated costs, as well as long-term irrigation performance and general plant performance the use of drip and spray irrigation is preferred in all common areas and public projects. All irrigation watering shall comply with City of Folsom Municipal Code Chapter 13.26 WATER CONSERVATION.

### B. Neighborhood Streets

As illustrated by Figure 3, the project roadway has been designed to the City of Folsom's public residential streets standard. The roadway includes one travel lane in each direction and a 4-foot attached walk permitting additional front yard area for street trees. On-street parallel parking is permitted on both sides of the street.

### i. Street Trees

Street trees, planted in the landscape area along Levy Road and in front yards along Prospect Ridge's internal road, help unify the neighborhood into a cohesive community and provide shade for parked cars, pedestrians and homes. Street trees along Levy Road shall typically be planted one tree per 25 linear feet of street frontage. Within Prospect Ridge, each lot shall have at least one street tree in its front yard. Trees should include a mix of broadleaf evergreen for north/south orientation and deciduous trees on an east west axis. This allows for solar access shading in summer and sun access in winter months.

### C. Residential Landscaping

Front yard landscaping throughout the neighborhood should have a continuous ribbon of ground cover between the front curb and the face of the homes that reinforces the character created by the street trees along each side of the street whenever possible. Street Side Yard Landscape should include a combination of streetscape and adjacent private property along streets to the side of the home. All areas adjacent to fences and houses should have transition planting. Planting Requirements

- All yards must have plantings surrounding the following locations:
  - Foundation
  - Fence
- All planting areas should contain a minimum of 12 inches of conditioned, amended, and fertilized soil and top dressed with 2 inches of mulch.
- Weed control fabric is not required in planting beds. However, a pre-emergent weed control product is recommended.
- There must be a continuous edger between the plant bed and mowed turf when planting. (Composite, steel or shovel-cut edging, no concrete).

### ii. Front Yard Trees

- Front yard trees will be installed by homebuilders prior to closing.
- To quickly establish a more mature street scene, larger, more mature front yard trees are encouraged.
- May contain varieties of edible fruit trees such as, but not limited to Pear, Apple, Peach, Nectarine, or Plum. Fruiting trees shall be planted and maintained to avoid fruit drop on the sidewalk.
- A minimum of 2 feet mulched radius tree ring or rectangle from curb to sidewalk is required at the base of the tree and be consistent with the edging in the yard. (composite, steel, or shovel-cut)
- Deciduous trees should be located to provide summer shade on south/south-western exposures.
- Tree spacing is dependent on species type.
- Location and amount outlined on plot plan.
- 2 inch caliper minimum.
- Accent trees provide seasonal color and or visual interest by their shape, color or texture. (image)

### iii. Shrubs

- Specimen Shrubs
  - Specimen shrubs are usually larger and bolder in character and provide seasonal change.
  - They usually occupy an important and significant amount of space in the garden.
- Typical size at installation is 5 gallon.
- Shrub Spacing: varies depending on species type; typically never more than 5 feet on center.
- Planting plans are encouraged to have a mix of both evergreen and deciduous plants for all year color.
- Edible shrubs, (i.e. Blueberry), may be used.
- Accent shrubs are smaller and highlight certain architectural elements such as a front entry.
- Hedges are permitted on all lots and must be maintained on a regular basis.

### iv. Foundation Plantings

- Foundation plantings are required at the base of houses and garages.
- Foundation planter beds should be a minimum of 3-5 feet deep and screen the foundation.
- Plantings should be planted at denser-than-normal spacing to ensure good foundation coverage.
- Foundation plant layering: Plantings should reflect a vertical layering effect composed of low, medium and tall plant material. Plant layering should terrace upward as it approaches a structure (house) with the tallest material next to the structure. For example:
  - Low = lawn and ground covers
  - Medium = perennials and smaller shrubs
  - Tall = foundation shrubs and hedges.
- Foundation shrubs are planted near homes and fences and vary in height (low in front of windows, high in front of fences) to provide a transition between other landscape elements and the home.

### v. Ground Cover and Turf

- Ground cover includes living material, but stone, cobble, gravel, and or mulch may be permitted to achieve water-conserving design.
- Low-growing (6" to 18" high) and spreading (3' to 12' wide) plants that cover the ground and keep weeds down. They can add seasonal interest with flowers and color.
- Spacing a minimum of 18 inches on center, depending on species type.
- The groundcover edge shall consist of recycled plastic bender board. Other materials may be considered if they can create the required smooth sweeping curves.
- Turf substitutes are preferred, but not required. However, when provided, mowed turf areas must be large enough for practical use (minimum of 5' wide) and be located no closer than 3-5 feet from foundations (house and garage,) and 2 feet from fences and tree trunks.
- As strongly suggested in the State Water Efficient Landscape Ordinance and the City of Folsom Water Efficient Guidelines, turf in landscape areas should be restricted to a percentage of the landscaped area, and generally restricted to areas of high visibility and impact.

### vi. Edging

- Edging should not to be the focal point in landscaping.

- Preferred edging is shovel-cut but edging material may consist of steel or composite.

#### vii. Perennials

- Minimum plant size at installation is 1 gallon
- Spacing: 18 inches on center, depending on species type.
- Planting plans are encouraged to have a mix of both evergreen and deciduous plants for all year color.
- Hanging plant baskets and pots are encouraged on the front porch

#### viii. Edible and Cut Flower Gardens

- Residential vegetable, herb, and cut flower gardens visible from the street must be drip irrigated, tended to avoid blown soil and not allowed to remain fallow for more than 6 months.

#### ix. Boulders

- Boulders are permitted, however, when they are used they must complement the architecture and landscape size, color and placement and must be installed 1/3 below ground.
- Boulders are permitted for retaining walls.

#### x. Garden Structures (Trellises, Arbors.)

- Residential garden structures visible from the street should be consistent with the house's architectural and landscape character and located in a manner which complements both.

#### xi. Paving

- Pervious paving is recommended in areas such as garden walks and secondary pathway through the yard.
- Paved patios and decks must reflect the architecture of the home.
- Colored or stained colored concrete is encouraged, however, painted concrete is not allowed.
- Driveways, and attached may be colored, and scored.
- Access walks to house may lead to sidewalk or driveway.
- Minimal standard driveway widths are encouraged so that they do not negatively impact the street scape and walkability of the neighborhood.

### D. Lighting

Design for lighting in general, and particular for project signage, should utilize technologies for implementing "dark sky" concepts. Project specific lighting should highlight major landscape features, pedestrian corridors, and project entries, with pedestrian-level lighting that utilizes bollards and low pole lighting where appropriate.

- Simple, low voltage clear landscape lighting is permitted for practical night-time safety and pedestrian circulation.
- Fixtures should complement the architecture and encouraged to be downward firing to mitigate light pollution and nuisance to neighbors.

## E. Walls and Fencing

To ensure an acceptable level of quality in design and implementation, walls and fencing will be designed in accordance with the following guidelines and as illustrated by Figure 4:

### i. General Guidelines

- For the western property boundary, a 6' high masonry wall will be constructed along the developed portion of the site. This wall shall transition to a 6' high fence along the southern portion of the western property boundary.
- A 6' high masonry wall will be constructed along the northern property boundary and Levy Road.
- The existing masonry wall along the eastern portion of the property shall remain.
- Fencing shall not exceed 6' in height.
- Fencing along the edges of parks and open space should be visually permeable to provide uninterrupted views from adjacent land uses and allow observation of public areas to aid security. Where appropriate, a 12" high masonry or concrete base to the fence is desirable for maintenance reasons.
- Private owners are prohibited from planting vegetation or constructing fences or other structures on public open space.
- All wood fencing should be painted or stained in a neutral color that blends with the surrounding landscape and or complements the housing color palettes.
- Any fencing constructed within fuel management areas should be visually permeable.
- Fencing separating private open space from publicly accessible open space areas shall be perimeter open tubular steel metal fence on 12" high masonry or concrete base.
- Fencing adjacent to the front yard and side yard of a corner home shall be enhanced with cap and trim, and all panels facing the public side public side.

### ii. Masonry Walls

Masonry walls will occur in three contexts. The walls adjacent to Levy Road and along the project's western edge will help create the project's boundaries, while the existing masonry wall along the eastern property boundary will remain unchanged. Retaining walls for retention of grading cuts and fills will also be used.

- Walls should be designed so that they do not detract from a sense of openness and obstruct desirable public views of open spaces;
- Masonry walls may be used only adjacent to Levy Road, the western property edge, and for retention of grading cuts and fills.
- Masonry wall design shall incorporate tree, vine, shrub, and hedge plantings to soften their appearance with a goal of covering the wall within five years.

### iii. Fencing

Fences at Prospect Ridge are made up of several required elements; pilasters (posts); horizontal rails at bottom, waistline, and top; and infill boards called the "main body" and "upper body". Fencing may be site-constructed or prefabricated, in module widths between 6' and 9'. Except for pilasters, all fencing components should be visually consistent with common lumber sized and construction. Depending on

the slope of the lot, stepping is typically required. Sloping the top of the fence will be allowed. Fence design may be altered depending on architectural styles.

#### *Fencing Guidelines*

- Fences help to define the edges of yards and give privacy to side and rear yards. At Prospect Ridge, they are background elements that help to highlight landscaping and architecture.

#### *Fencing Material*

- Wood: Cedar or redwood fencing shall be painted or stained to complement house color palettes.
- Metal: Open picket tube steel or aluminum metal fencing.
- 5 feet is minimum fence height for pool security fence.
- Instances where base walls are incorporated into fence design, material shall match block material used in masonry wall for continuity.

#### *Fence Plantings*

- Lawn is not permitted at the base of fencing.
- Must provide a minimum two-foot deep foundation planter at the interior and exterior of the fence's base.
- Plant Spacing is dependent on each specific plant type.

#### *Front Yard Fencing*

- All front yard fencing should be consistent with the architectural style of the house.
- Recessed minimum 5 feet from front facade of house (porch excluded).

#### *Rear Yard & Interior Side Yard Fencing*

- Maximum height 6 feet from finish grade on high side of yard;
- Fence facing neighboring back and side yards shall be 6 feet privacy design.
- Fencing must be built on the pre-determined fence line outlined on plot plan.
- Double fencing is not allowed.
- Recessed minimum 5 feet from front facade of house (porch excluded).

#### *Street Side Yard Fencing*

- Maximum height is 6 feet and may be wood or metal depending upon orientation of lot to street or open space.
- Wood fence should be enhanced with cap and trim.
- Place fence outside Public utility easement.

#### *Good Neighbor Wood Fence*

- Maximum height is 6 feet and may be wood or picket style depending upon exposure to street

#### *Fuel Management Area Fencing*

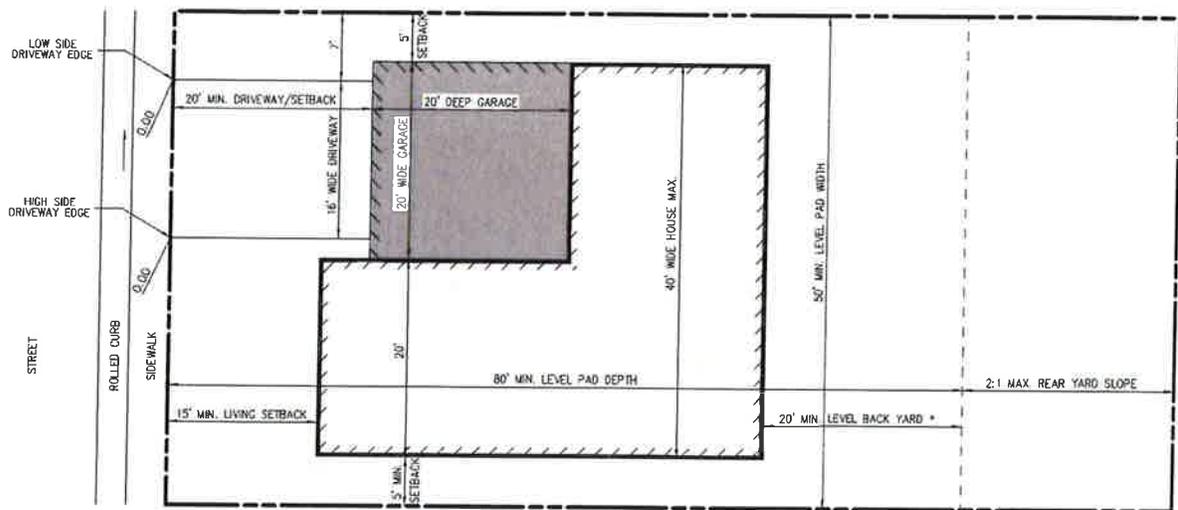
- Fencing on lots within the Fuel Management Area must be visually permeable and made of metal materials.

### 3. Development Standards and Architectural Design

#### A. Development Standards

Each lot within Prospect Ridge will feature a minimum 50 feet by 80 feet building pad. Homes built on those lots will be subject to the following development standards:

<b>Minimum Lot Criteria</b>	
Lot Area	5,700 Square Feet
Lot Width	36 Feet
Lot Width at Intersection Elbow	N/A
Lot Depth	100 Feet
Lot Coverage	35%
<b>Minimum Setbacks</b>	
Front Yard	
Living Area and Open Porches	15 Feet
Front Facing Garage	20 Feet
Interior Side Yard	5 Feet
Side Street Yard	12.5 Feet where abutting a public street
Rear Yard	
Main Structure	20 Feet
All Other Structures	10 Feet (note that no structures are allowed within the Fuel Management Area)
<b>Maximum Building Height</b>	
Maximum Number of Stories	2.5
Maximum Height	35 Feet
<b>Maximum Height of Fences, Hedges, Courtyard Walls</b>	
Within Front Yard and Side Street Yards (side street yard fence can be up to 6' high once it is 5' recessed from front plane of home)	3 Feet
On Rear or Interior Property Lines	6 Feet
<b>Walls</b>	
Noise Attenuation Walls	A noise attenuation wall will be constructed on Prospect Ridge's frontage on Levy Road as indicated on the grading plan.
Retaining Walls	Retaining walls vary in height throughout the site and will be constructed as indicated on the grading plan.



*Development Standards Dimensions*

## B. Building Setbacks and Siting

Residential building setbacks are a key element in defining the public realm along streets. Building setbacks help determine how a building sits on a lot which in turn affects the pedestrian interface experience.

Setback lines will adhere to the minimum requirements as provided in the Residential Development Standards in this document (Section 3A).

To promote an active street scene, buildings should be oriented toward the street, with entry areas facing onto the street. Large expanses of blank walls, garage doors, and utilities along the front areas of buildings and lots should be avoided. The primary living areas of the home should visually dominate the street scene. The front elevation of individual homes should emphasize features such as entries, windows, front porches, covered terraces and living areas rather than garage doors.

### iv. Side Yards

Side yards are the setback areas between buildings and can be used as connector spaces or functional use spaces. Refer to Section 3A Development Standards for side yards standards.

- To ensure connection and walkability, a walkway from the driveway to the side yard fence on the side of the home shall be provided.
- A walkway from the side yard gate to personal door entry into the garage from the side yard shall be provided.
- Side yards shall have a pad adjacent to the side yard walkway (behind the fence) for placement of two 50 gallon recycling "cans" or an alternative dimension needed to accommodate three smaller cans.
- For privacy purposes, windows that face onto side yards will be designed so that they do not align with neighboring homes' windows.

### C. Building Form, Massing, and Height

Buildings with good form and massing will help articulate the streetscape and create a more human scale, pedestrian friendly and harmonious environment. Building form, massing, and height should reflect the following guidance:

- To create variety and visual interest along the streetscape, massing of larger residential buildings should be broken down into smaller components.
- 2-story building massing may include one-story elements to soften the overall scale of the building.
- Wall planes should be staggered to offer refinement of building massing. This can occur on the horizontal plane and/or vertical plane.
- Projection and architectural elements appropriate to the architectural style of the building are encouraged as they also help refine massing and interest to the streetscape.
- Building heights shall not exceed 2.5 stories or 35' as specified in this document.

#### i. Roofscape

To help create an interesting streetscape, roofs should vary in forms, pitches, styles, and heights. This can be achieved through:

- Roofline design that incorporates changes in direction, pitch, architectural styling and configuration.
- Roof framing treatments may include: gables, sheds and hips. Generally flat roofs are not allowed unless they can be proven to be appropriate architectural styles of the building.

#### ii. Elevations

Well-designed building elevations can create an interesting streetscape and can enhance the overall character of the neighborhood.

- Building elevations facing the street should include design elements that provide shadow and depth. Such elements include: recesses, overhangs, changing roof lines, balconies, wall projections, and covered entries.
- Safety and security should be promoted by designing building facades that enable visual surveillance "eyes on the street" of public areas.

#### iii. Garages and Driveways

- To create a more pedestrian friendly streetscape and promote architecture forward design garages should be offset behind the living spaces of the building.
- Garage door setback shall conform to minimum requirement per Residential Development Standards.

In general, the appearance and prominence of the garage doors in the building facade should be minimized and designed to complement the building architecture.

### D. Architectural Details

- Building details shall enhance and complement the overall building design and its associated architectural style.
- Architectural details such as trim, window boxes, brackets, trellises, molding, and sills shall be designed to be proportional to the element they are enhancing.

- Use of awnings and overhangs may be appropriate for some building styles to enhance overall design.
- Building details shall occur wherever the building is visible to the public.

#### i. Entryways

To create a more human scale environment and provide transitions from public to private spaces, street facing building elevations shall be designed with entries, porches, and other architectural elements. A clean entry sequence extending from the public sidewalk to the front door may be accomplished through:

- A walkway (not inclusive of the driveway) from the sidewalk to the front porch or residential entry.
- A walkway from the porch or residential entry to the driveway. Use of functional front porches or front stoops.
- Clearly defined site and building entries that are in scale with the dwelling and are oriented directly to the street frontage.
- Clearly identifiable front doors of each unit from the adjacent street, with the use of distinctive architectural elements and materials to denote the prominence of the entry.

#### ii. Doors and Windows

- Front doors shall be high quality, visible from the street and complement the architectural style. The use of distinctive upgraded hardware and materials denoting prominence is encouraged.
- Doors and windows should complement the architectural style of the building.
- Window and door materials shall not include reflective glass, as it creates glare.

#### iii. Colors, Materials, and Finishes

Building materials, colors, and finishes provide interest and variety, and help to create a more human scale to the building form. The selection of materials and finishes should be consistent with the architectural style and character of the residence. Finishes should appear in a complete presentation as indicated below.

- Building materials and colors should be complementary, promoting a more harmonious appearance and style. Frequent changes in materials should be avoided.
- Use high-quality, durable, and low maintenance materials that project a sense of permanence.
- Accent materials should be used to add interest and variety to the building design. Materials may include but are not limited to brick, tile, natural or manufactured stone, cementations siding material, and stucco. Avoid use of T-111 siding, and plastic/fiberglass materials that may fade or weather.
- The primary building material should be expressed on building faces that are visible to the public. The primary public facing facades should allow for additional material and details.
- Use of stone and other masonry materials, particularly for accents, creates a more solid and permanent appearance to the building facade and neighborhood.
- Create architectural variety using a minimum of three basic colors, and house materials that are texturally different, yet visually compatible.

- Where wainscot like veneers are added to a front elevation they must return in a logical and complete fashion. For example, a veneer placed along the front elevation that extends to a corner must wrap around the corner and terminate at the side yard fence. Similarly, when veneers are applied to a column they should wrap at least three sides of the column.
- Where practical, buildings should integrate resource-friendly technology and green building practices into the building design.
- Use of energy efficient building design is encouraged.

#### iv. Architectural Lighting

- Exterior lighting fixtures should complement the overall architectural style of the building.
- Lighting fixtures shall not create flare or spillover to adjacent neighbors.
- Use of lighted building address numbers so that it is visible from the street at night.

### E. Architectural Styles and Character

#### i. Streetscape Variation Criteria

While the whole neighborhood composition is unified, individual homes present considerable opportunity for variation in style, massing, detailing, and color. Primary techniques in creating a sense of variety within a street scene are to vary the building styles, building heights, and massing. A successful combination of different building plans and elevations offers each home an individuality that harmonizes with other homes at the neighborhood scale. The following guidelines relate to streetscape diversity:

- Diversity in product type can be achieved with significant variation in floor plans, configurations, heights, and massing, and minor variations in size or number of bedrooms.
- Models with identical architectural elevation should not be placed next to or across from one another
- To create visual interest and variety that contributes to the character of the neighborhood a variation of architectural styles should be provided along the street

#### ii. Future Evaluation of Architectural Styles

Architectural styles will be evaluated by the City of Folsom as applications are submitted for building permits for the homes within Prospect Ridge. The architectural styles should be consistent with the other provisions of these guidelines and reflect high aesthetic qualities.

**Figure 1**

Vicinity Map

# Prospect Ridge - Vicinity Map

535 Levy Road

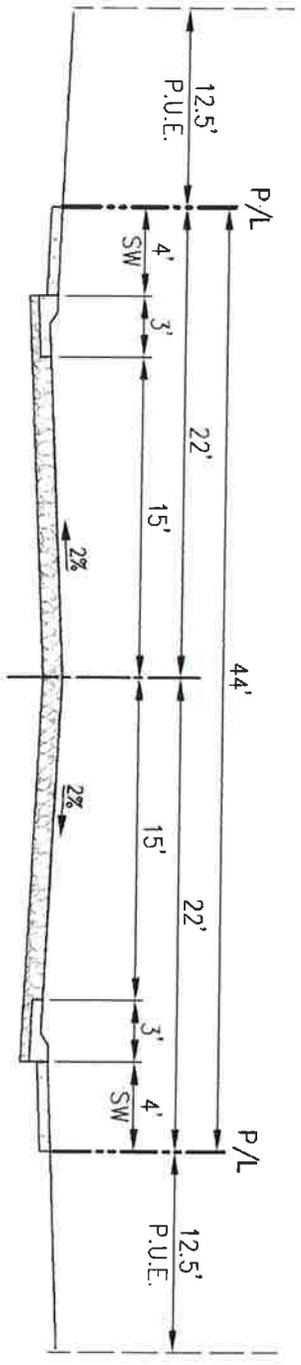
 Project Site



**Figure 2**  
Prospect Ridge Landscape Plan



**Figure 3**  
Street Section



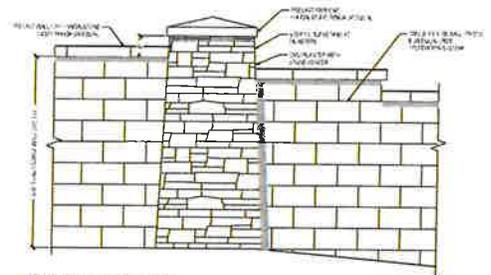
**TYPICAL STREET SECTION**

**Figure 4**

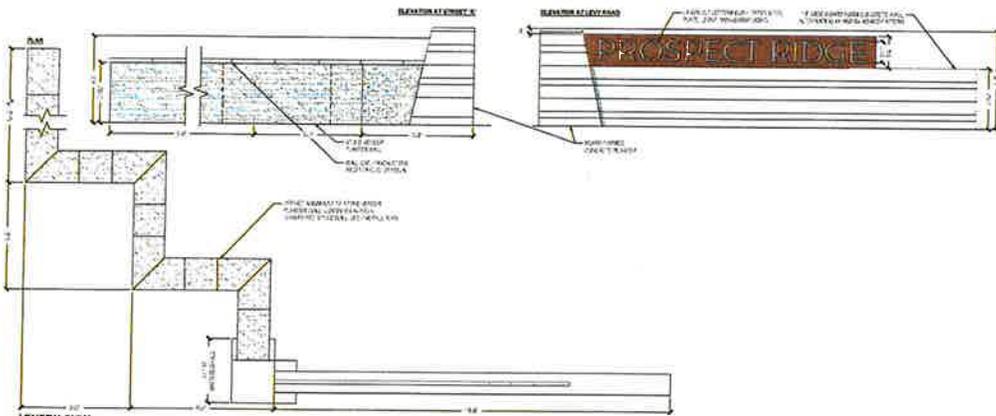
Walls and Fencing



1 SECTION AT LOT 17



2 FOUNDATION WALL AND PILASTER



3 ENTRY SIGN



BOARD FORMED CONCRETE



CONCRETE BLOCK:  
BASALTE SPLIT FACE, COLOR 375



WALL CAP  
HANDL STONE WCS11-14X2.25  
STONE FINISH TRAVERTINE  
COLOR TAUPE



STONE VENEER  
EL DORADO STONE  
CLIFFSTONE  
COLOR MONTECITO

4 MATERIALS PALETTE

## Prospect Ridge

Community Theming  
Folsom, California  
Stonebridge Properties

L2

April 2017

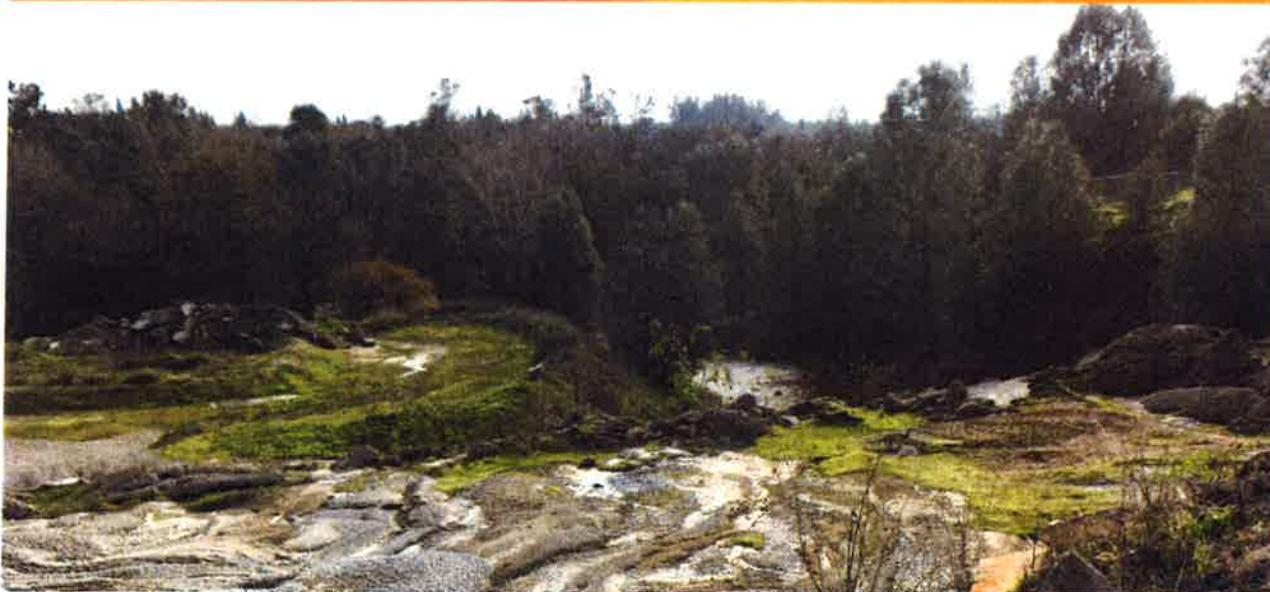


**Attachment 14**

**Initial Study, Mitigated Negative Declaration, and  
Mitigation Monitoring Program**

Environmental Checklist

# Initial Study and Mitigated Negative Declaration Prospect Ridge Development Project



March 2017



CITY OF  
**FOLSOM**  
PARKS & RECREATION  
DEPARTMENT

PREPARED FOR:  
City of Folsom  
Community Development  
50 Natoma Street  
Folsom, CA 95630

**Initial Study/ Mitigated Negative Declaration**

**Prospect Ridge Project**

**Folsom, CA**

PREPARED OR:

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

CONTACT:

**Steve Banks, Principal Planner  
(916) 355-7385**

PREPARED BY:



**Ascent Environmental, Inc.  
455 Capitol Mall, Suite 300  
Sacramento, CA 95814**

CONTACT:

**Amanda Oleksulin  
916.444.7301**

**March 2017**

## **NOTICE OF PUBLIC REVIEW AND NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

The City of Folsom proposes to adopt a Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act of (Section 15000 et seq., Title 14, California Code of Regulations) (CEQA) for the Prospect Ridge Development Project (Project), Stonebridge Properties proposes to construct a 35-unit, single-family residential subdivision on 8.69 acres within the City of Folsom. The project would be developed on an industrial site that has been used by Teichert as a ready mix Plant, at 535 Levy Road along Willow Creek. The site is bordered by Levy Road to the north, Levy Park to the east, a vacant industrial lot to the west, and inactive railroad tracks and open space associated with Willow Creek to the south.

Discretionary approvals by the City are required for a proposed General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit.

The 30-day period for public review and comment on the proposed MND begins March 29, 2017. All comments must be submitted by May 1, 2017. Please address comments on the proposed MND as follows:

Prospect Ridge Development Project  
Attn: Steve Banks, Principal Planner  
City of Folsom, Community Development  
50 Natoma Street, Folsom, CA 95630  
Or email: [sbanks@folsom.ca.us](mailto:sbanks@folsom.ca.us)

A copy of the proposed MND and supporting documents can be reviewed at the City's Development Services Department office at the above address. For further information regarding the proposed MND and the City's schedule to consider adoption of the document, please contact Steve Banks at (916) 355-7385.

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## ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACM	asbestos-containing material
ADWF	average dry weather flow
afy	acre feet per year
APN	Assessor Parcel Numbers
ARB	California Air Resources Board
BMP	best management practices
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CCRs	covenants, conditions and restrictions
CEQA	California Environmental Quality Act
City	City of Folsom
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
GHC	General Highway Commercial
GHG	greenhouse gas
GPCD	gallons per capita per day
HOA	homeowners' association
mg/kg	milligrams per kilogram
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MND	mitigated negative declaration
MRF	Material Recovery Facility
MRZ	mineral resource zone
MT CO <sub>2e</sub>	metric tons of carbon dioxide-equivalent
NAAQS	National Ambient Air Quality Standards
NO <sub>x</sub>	oxides of nitrogen

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NPDES	National Pollution Discharge Elimination System
NRCS	National Resources Conservation Service
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PM <sub>10</sub>	respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
PM <sub>2.5</sub>	respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PPD	pounds per day
PUD	Planned Unit Development
ROG	reactive organic gases
RSL	Regional Screening Level
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
sf	square feet
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO <sub>x</sub>	oxides of sulfur
SWPPP	stormwater pollution prevention plan
TAC	Technical Advisory Committee
tpy	tons per year
UST	underground storage tank
VOC	volatile organic compound
WWTP	wastewater treatment plant

# 1 INTRODUCTION

This initial study has been prepared by the City of Folsom (City) to evaluate the potential environmental effects of approving the Prospect Ridge subdivision (project), a residential development on Levy Road in Folsom, CA (project site).

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a “public agency shall prepare...a proposed negative declaration or mitigated negative declaration...when: (a) The [initial study] shows that there is no substantial evidence in light of the whole record before the agency, that the project may have a significant impact on the environment, or (b) The initial study identifies potentially significant effects but (1) revisions in the project plans or proposal made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effect or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.” In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

As described in the environmental checklist, the project would not result in significant environmental impacts. Therefore, a mitigated negative declaration (MND), supported by analysis prepared in an initial study, is the appropriate document for compliance with the requirements of CEQA. This initial study conforms to the content requirements of State CEQA Guidelines Section 15063 and an MND was subsequently prepared that conforms to the content requirements of Section 15071.

The Project Description section of this Initial Study provides a description of the project components.

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## 2 PROJECT DESCRIPTION

This initial study has been prepared by the City of Folsom (City) to evaluate the potential environmental effects of approving the Prospect Ridge subdivision project, a residential development on Levy Road in Folsom, California.

### 2.1 PROJECT LOCATION

The project site consists of 8.69 acres located within the City of Folsom, north of Willow Creek. The site is bordered by Levy Road to the north, Levy Park to the east, an unoccupied industrial lot to the west, and inactive railroad tracks and open space associated with Willow Creek to the south.

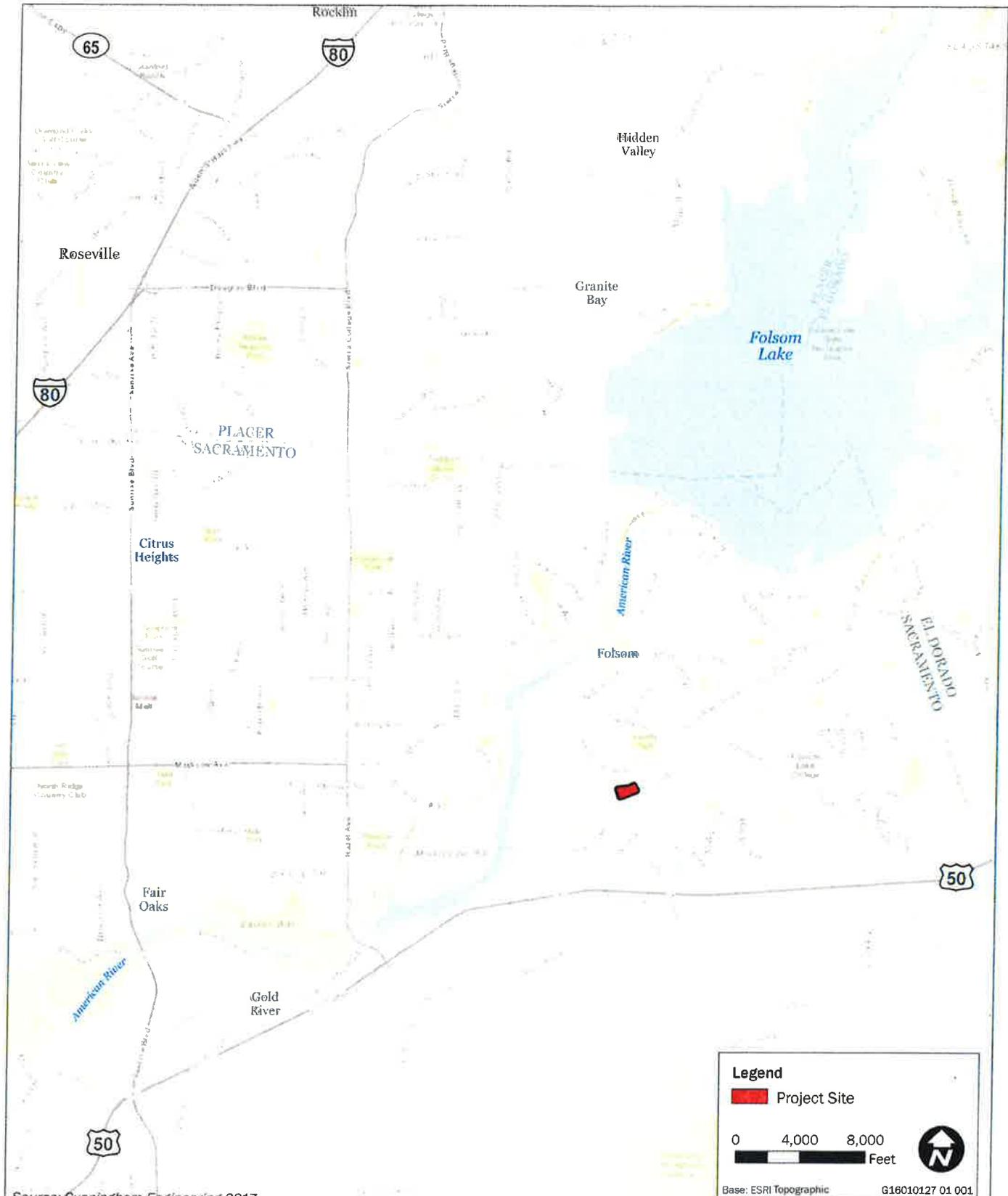
The project site consists of one parcel (Assessor Parcel Number 071-0370-003). The project's regional location is shown in Exhibit 2-1 and the project vicinity is shown in Exhibit 2-2.

### 2.2 EXISTING USES ON SITE AND SURROUNDING

Prior to 1980, the project site was vacant and surrounded by grazing land and mining tailings from the 1850's gold-rush era. A concrete batch plant began operating on the site around 1980 when Folsom Lake Ready Mix, Inc. acquired the property. Teichert acquired the project site in 1984 and continued to operate the concrete batch plant until around 2010, though the site is still permitted as a ready mix facility. Buildings on-site include a batch plant, workshop, and a construction trailer. When the site is actively operating, the batch plant is used to load ready mix products into mixers and was fed by a conveyor belt transferring aggregate and other materials from the northern portion of the property near Levy Road; the workshop is used for maintenance of the overall facility and storage; and a concrete and cinder block-lined wastewater holding facility is located on the southwest portion of the site that is used to collect water from the truck wash area. This wastewater holding facility (or washout pond) stored water that would be reused during the industrial process. The wastewater facility was most recently cleaned out after Teichert's operations stopped in 2010 and it now fills with stormwater flows from the site.

The site has steep topography, including near-vertical slopes, descending toward Willow Creek on the south side of the property. Numerous trees are present on the site.

Surrounding land uses to the north and east are primarily residential. Traditional single-family residences and a neighborhood park are located to the east of the site, higher density single-family homes are located northwest of the site across Levy Road, and a multifamily complex is located at the end of Levy Road to the west. Self-storage and RV storage facilities are located across Levy Road north of the site and a vacant industrial site with a cell phone tower is immediately to the west. The project site is currently designated Industrial/Office Park in the City's General Plan (Exhibit 2-3) and zoned as General Industrial-Planned Development District (Exhibit 2-4).



**Exhibit 2-1**

**Regional Location**





Source: Cunningham Engineering 2017

**Legend**

 Project Site

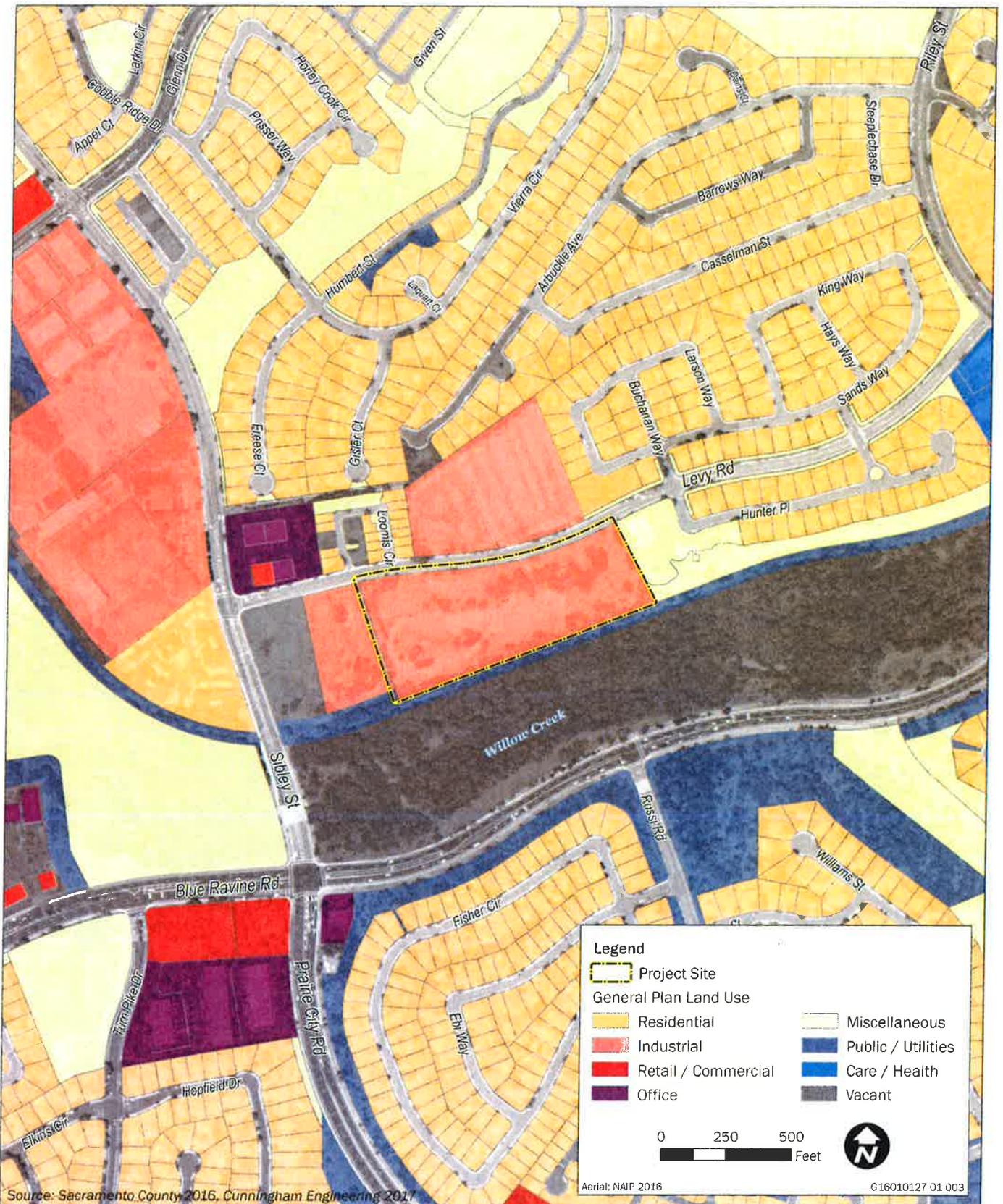
0 100 200 Feet 

Aerial: Google Earth Pro 2015 G16010127 01 002

**Exhibit 2-2**

**Project Vicinity**

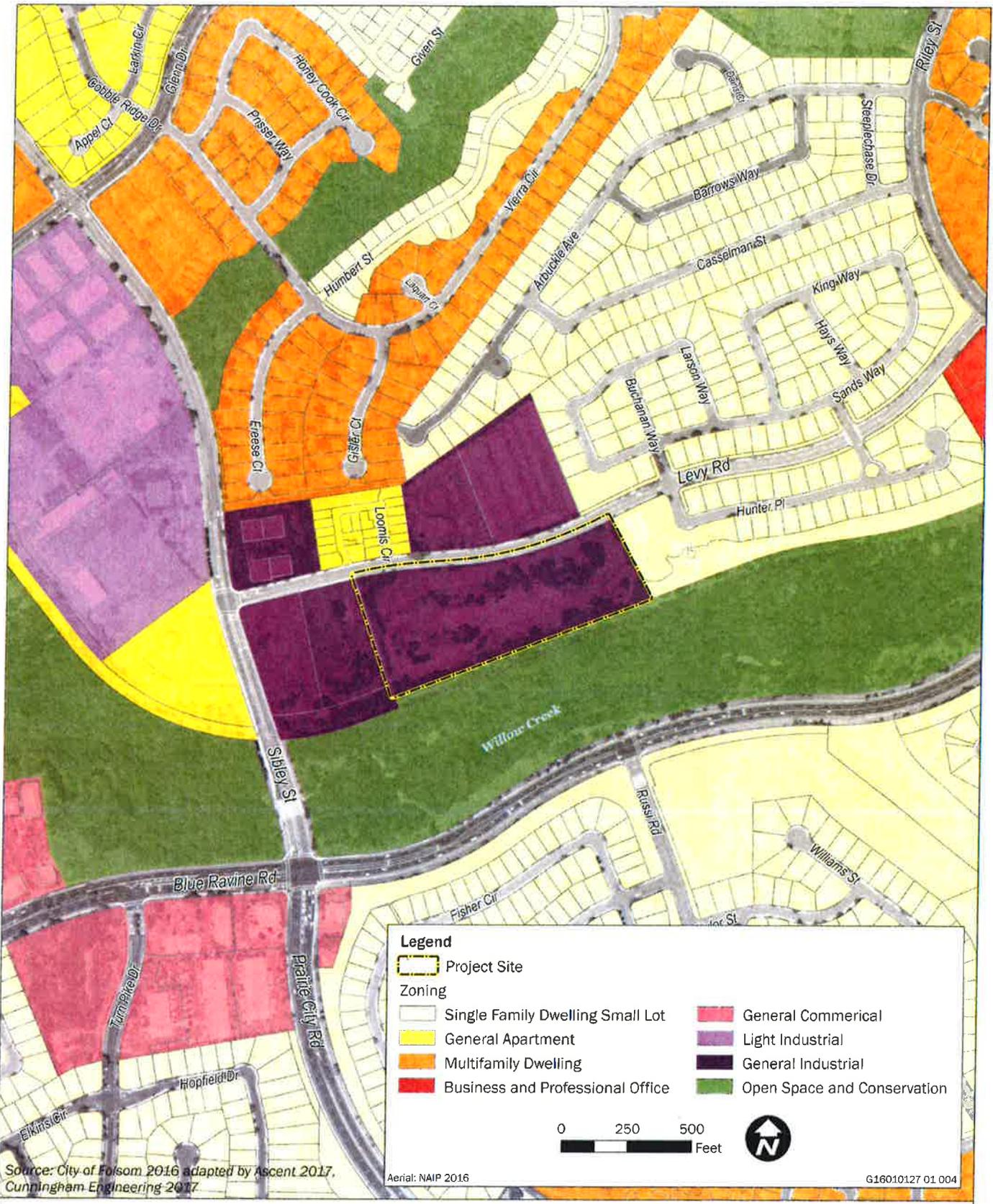




**Exhibit 2-3**

**General Plan Land Use**





**Exhibit 2-4**

**Zoning**



## 2.3 PROJECT DESCRIPTION

The applicant, StoneBridge Properties, is proposing to develop a 35-unit, single-family residential subdivision, which would include an internal cul-de-sac and 0.90-acre of open space (Exhibit 2-5). Residential lots would range from approximately 6,000 square feet to 20,600 square feet with the average lot being approximately 8,700 square feet. It is anticipated that homes constructed on the site would be two stories and would range from approximately 2,200 to 3,000 square feet.

The project would include one full-access driveway, located on the south side of Levy Road. An emergency vehicle access only driveway would be located on the south side of Levy Road at the western edge of the project site. Internal circulation would be facilitated by a single public street that loops through the subdivision and ends in a cul-de-sac. Site improvements would also include pedestrian sidewalks, underground utilities, drainage improvements, fencing, site lighting, and landscaping.

Ground-disturbing activities for the project would include grading and compaction; connection to utilities and public storm main; construction of the roadway, buildings, and garages; and landscaping of common areas. Access would be provided from Levy Road to the north via a full-access driveway.

The project would be served by the following service providers:

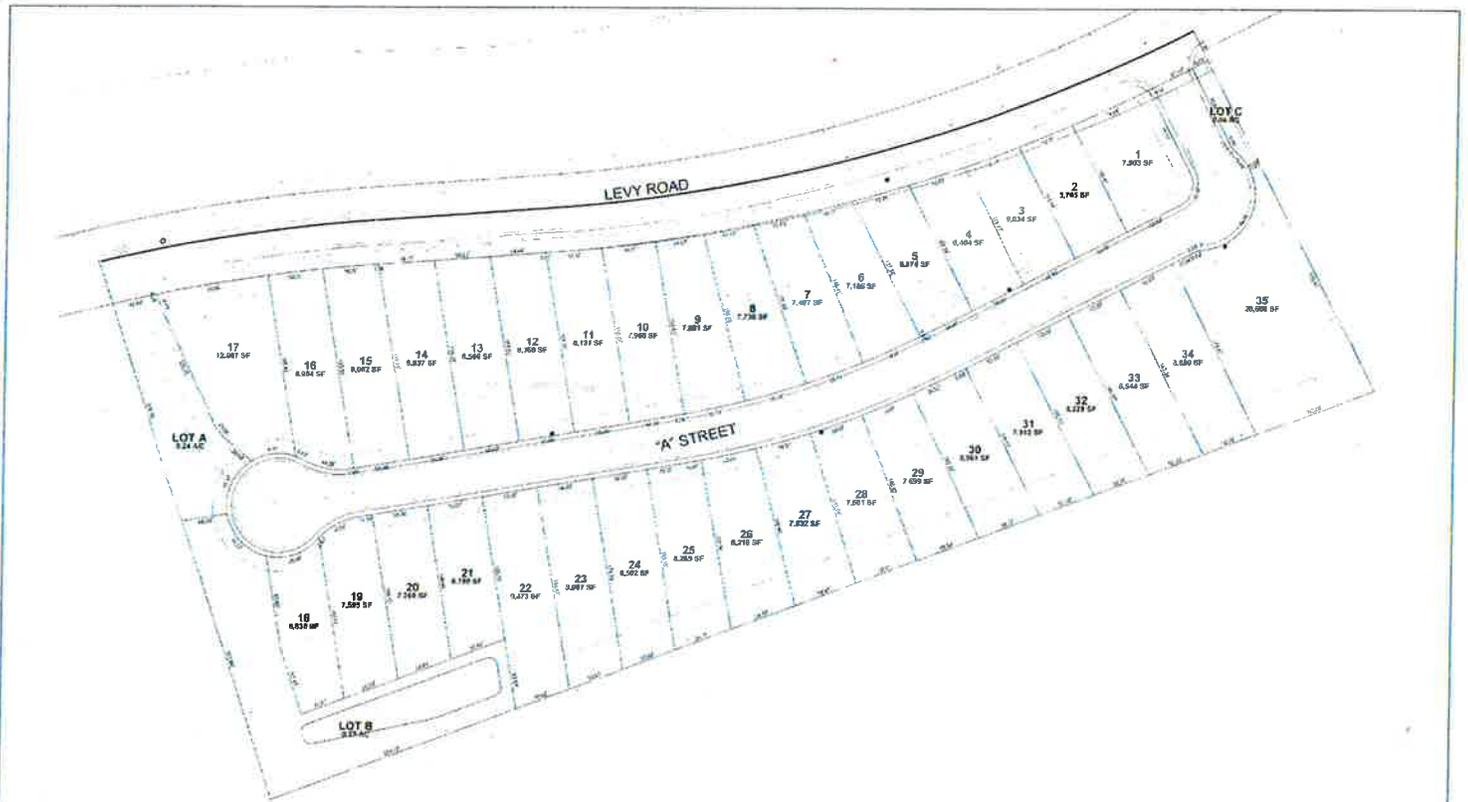
- ▲ City of Folsom for water, wastewater collection and treatment, stormwater collection, and solid waste collection;
- ▲ Sacramento Municipal Utility District for electricity; and
- ▲ Pacific Gas and Electric Company for natural gas.

The project applicant is requesting a General Plan Amendment to change land use designation on the project site from IND (Industrial/Office Park) to SF (Single-Family), a rezone from M-2 PD (General Industrial, Planned Development District) to R-1-M PD (Single-Family Residential, Small Lot Planned Development District), a Tentative Subdivision Map, and a Planned Development Permit.

### 2.3.1 Project Goals and Objectives

The project applicants have identified the following goals and objectives for the project:

- ▲ Develop single-family residences on an infill site that is centrally-located within the City of Folsom;
- ▲ Complement adjacent land uses through site design, buffers, and architectural design;
- ▲ Help meet the City of Folsom's anticipated need for residential development through the reuse of an infill site proximate to existing infrastructure; and
- ▲ Provide an internal roadway network that provides efficient ingress and egress from the site as well as encouraging pedestrian use, bicycling, and other alternative forms of transportation.



Source: Corningham Engineering 2017

11/02/2017 14:37

Exhibit 2-5

Proposed Site Plan



### 2.3.2 Utilities and Services

Utility extensions would be installed to provide services to project residents. Utility lines within the project site would be run through the rights-of-way created by the project's internal street network. The water lines would be connected to existing lines within the Levy Road right-of-way along the northern project boundary. The sewer and drainage lines would convey sewer and storm drainage to an existing sewer connection at the southwest corner of the project site.

Water, sewer, and residential garbage and recycling collection service would be provided by the City of Folsom. Covenants, conditions, and restrictions (CCRs) would be established prior to the occupancy of any homes for the purpose of managing fuels and preventing wildfire.

### 2.3.3 Project Construction

Project construction would begin as early as June 2017 and would last between 12 and 18 months. It is anticipated that there would be a maximum of 12 construction workers on-site during construction. It is also anticipated that a maximum of 5,000 cubic yards of material would be imported to the site and a maximum of 4,800 cubic yards concrete currently on-site may need to be exported if it cannot be recycled as construction material to be used for the project. The existing portable Ready Mix plant would be removed by Teichert for reuse elsewhere. A maximum of 81 protected trees would be removed from the site; however, tree removal would be minimized to the extent possible.

Construction equipment would include dozers, water trucks, excavators, backhoes, loaders, concrete trucks, transfer trucks, scrapers, rollers, which would be in use for up to 8 hours a day within the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday and 8:00 a.m. and 5:00 p.m., Saturday, with no Sunday work permitted. All construction equipment and truck deliveries would occur during the daytime hours. No pile driving or blasting would occur.

### 2.3.4 Hazardous Waste Remediation

The project is located on a site that had been actively used for concrete batch processing until 2010. A phase 1 environmental site assessment (ESA) was completed in September 2016 and a phase 2 ESA is currently in progress. The findings of the phase 1 ESA indicate a potential need for hazardous waste remediation in the event soil and/or groundwater contamination is discovered. There are cement waste piles located at several locations around the site and there is frequent staining from waste cement paste drainage throughout the site. The cement paste is known to contain hexavalent chromium and/or high levels of pH and has the potential to impact soil and groundwater. Further testing would be done prior to any future site development activities to confirm the potential presence of any impacts to soil or groundwater. The phase 2 ESA would confirm whether remediation is necessary.

### 2.3.5 Entitlements

This document will be used by the City of Folsom to consider the following actions:

- ▲ adoption of the Mitigated Negative Declaration (MND);
- ▲ adoption of the Mitigation Monitoring and Reporting Program (MMRP);

- ▲ approval of a General Plan Amendment, from IND (Industrial/Office Park) to SF (Single Family);
- ▲ approval of a rezone from M-2 PD (General Industrial, Planned Development District) to R-1-M PD (Single-Family Residential, Small Lot Planned Development District);
- ▲ approval of the Tentative Subdivision Map;
- ▲ approval of a Planned Development Permit;
- ▲ formation of a landscaping and lighting district; and
- ▲ issuance of tree permits for the removal and operating within the driplines of protected trees.

Permits and approvals required for the project may include, but are not limited to the following responsible and trustee agencies:

- ▲ California Department of Fish and Wildlife (CDFW): consultation would be required if active nests are found for special-status bird species and if avoidance of special-status plant populations is not feasible, a Section 1602 permit would be required.
- ▲ U.S. Fish and Wildlife Service (USFWS) consultation would be necessary if construction occurs within 20 feet of an elderberry shrub.
- ▲ United States Army Corps of Engineers (USACE): A Clean Water Act Section 404 Permit would be required from USACE in the event that dredging results in deposition of fill in wetlands or waters of the U.S.
- ▲ A Regional Water Quality Control Board (RWQCB): Section 401 certification would be required for cleanup and removal of contaminated soils; in the event that dredging results in deposition of fill in wetlands; and for National Pollutant Discharge Elimination System (NPDES) Permit.
- ▲ Sacramento County Environmental Management Department (SCEMD): is responsible for review and approval of remediation plans to guide removal of contaminated soils.

### 3 ENVIRONMENTAL CHECKLIST

#### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality                     |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology / Soils                 |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology / Water Quality       |
| <input type="checkbox"/> Land Use / Planning                | <input type="checkbox"/> Mineral Resources                | <input type="checkbox"/> Noise                           |
| <input type="checkbox"/> Population / Housing               | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation                      |
| <input type="checkbox"/> Transportation / Traffic           | <input type="checkbox"/> Tribal Cultural Resources        | <input type="checkbox"/> Utilities / Service Systems     |
| <input type="checkbox"/> Mandatory Findings of Significance |   | <input checked="" type="checkbox"/> None With Mitigation |

**DETERMINATION (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

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

  
\_\_\_\_\_  
Signature

3/29/17  
\_\_\_\_\_  
Date

Steve Banks

Principal Planner

City of Folsom  
Community Development

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

### 3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. Aesthetics. Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.1.1 Environmental Setting

The project site is bounded by Levy Road to the north, Levy Park to the east, a vacant industrial lot to the west, and inactive railroad tracks and open space associated with Willow Creek to the south. The project site is located in an area of the City of Folsom that is developed with single-family residences and a neighborhood park to the east, higher density single-family homes to the northwest, and a multifamily complex to the west. Commercial development, including self-storage and RV storage facilities are to the north.

The site has steep topography, including some flat terraced areas stepping down with near-vertical slopes, descending toward Willow Creek on the south side of the property, and is developed with buildings and facilities associated with the concrete batch plant previously operated on-site. Numerous trees are present on the site.

Public views of the project site are available from Levy Road (Exhibits 3.1-1 and 3.1-2) and Levy Park (Exhibit 3.1-3). Views of the site from the Humbug-Willow Creek Trail (directly south of the site) are obscured by intervening vegetation and topography. The viewing groups are primarily drivers and pedestrians within and adjacent to the existing park and within residential and commercial developments.

Current views of the project site for drivers along Levy Road are partially obstructed by a chain-link fence and oleander shrubs that line the northern boundary of the site (Exhibits 3.1-1). Drivers traveling along Levy Road have limited views into the interior of the site (Exhibit 3.1-2). Views of the interior of the site from Levy Road include mounds of concrete, fill dirt, trees, and vegetation. The human-made elements (e.g., concrete, fill mounds) are prominent and appear to conflict with the natural character of the project site producing views that are low quality in the context of the suburban and commercial/industrial environment.

Views of the site from Levy Park include a metal fence in the foreground and vegetation and trees within the interior of the site in the background. There are also some limited views of the buildings within the project site from the park (Exhibit 3.1-3).

The site is developed with buildings and facilities associated with the concrete batch plant. These facilities are lit for security purposes and, therefore, are an existing source of nighttime lighting. On-site buildings and facilities that are constructed of metal elements are also an existing source of daytime glare. Existing street lighting is provided along Levy Road and at adjacent businesses and residences.



**Exhibit 3.1-1**

**View from Levy Road at the eastern boundary looking southeast into the project site**



**Exhibit 3.1-2**

**View from Levy Road looking east along the northern project site boundary**





**Exhibit 3.1-3**

**View from Levy Park looking east towards the project site**



### 3.1.2 Discussion

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

**Less than significant.** A scenic vista is generally considered to be a location from which the public can experience unique and exemplary high-quality views, including panoramic views of great breadth and depth, often from elevated vantage points. Neither the site nor the surrounding area is considered a scenic vista because of the suburban and commercial/industrial environment, which is typical of many areas in the City. Although the surrounding residential development supports landscaping that includes hedges, trees, and other vegetation that is aesthetically pleasing, these elements are common and not unique to the area. The project would involve the construction of single-family homes that would not exceed two stories. While the project would include vegetation removal and introduce new structures to the site, the project site is currently developed with industrial uses and the surrounding areas do not constitute a scenic vista. Therefore, the project would not have an adverse effect on a scenic vista and this impact would be less than significant.

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

**No Impact.** There are no eligible or designated State scenic highways within the City. The nearest State scenic highway is Route 160 in southwestern Sacramento County. The City General Plan designates several roadways within the city as scenic corridors; however, viewers cannot see the project site from any of these roadways. The closest City-designated scenic corridor is Blue Ravine Road, south of the site and south of the Humbug-Willow Creek bike path. From this street, viewers see trees, the bike trail, and extensive shrubbery. There are no other scenic roadways close to the project site; therefore, project implementation would have no impact on scenic resources within a state scenic highway (Caltrans 2016).

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less than significant.** The visual character of the project site is defined by buildings and facilities associated with a concrete batch plant. The southern portion of the site is mostly undeveloped, and there are a number of trees on the property. The character of the surrounding area is of suburban residential development and commercial/industrial development. The existing industrial features of the project site do not have high scenic value and generally degrade the visual character of the surrounding suburban and commercial/industrial environment. In combination with the surrounding suburban and commercial uses, views of the site do not provide high scenic value.

The project would require grading and tree removal, which would substantially alter the existing visual character of the site. However, construction of residential development and associated landscaping would introduce development that would generally be more consistent with the surrounding development than the existing industrial development. The project would include installation of a roadway entrance on Levy Road with additional landscaping and vegetation bordering Levy Road. Views from Levy Road would change from oleander shrubs and a chain-link fence to views of landscaping, a wall, and residences. Views from Levy Park would change from views of the existing concrete batch plant buildings and trees and vegetation to single-family residences. Some vegetation and trees would be removed; however, trees and vegetation along the border with Levy Park would be preserved to the extent possible. Although there would be a change in views from this viewpoint, the existing views are not of high scenic value and changes from the existing industrial facilities to single-family residences would not constitute a substantial degradation of views.

While the visual character of the site would be altered, implementation of the project would create a view that is consistent with the visual character of the surrounding commercial and residential areas. As a result, the quality of the visual character would not be substantially degraded. The proposed residential subdivision would be of similar type, form, and design as surrounding developments. Therefore, this would be a less-than-significant impact.

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

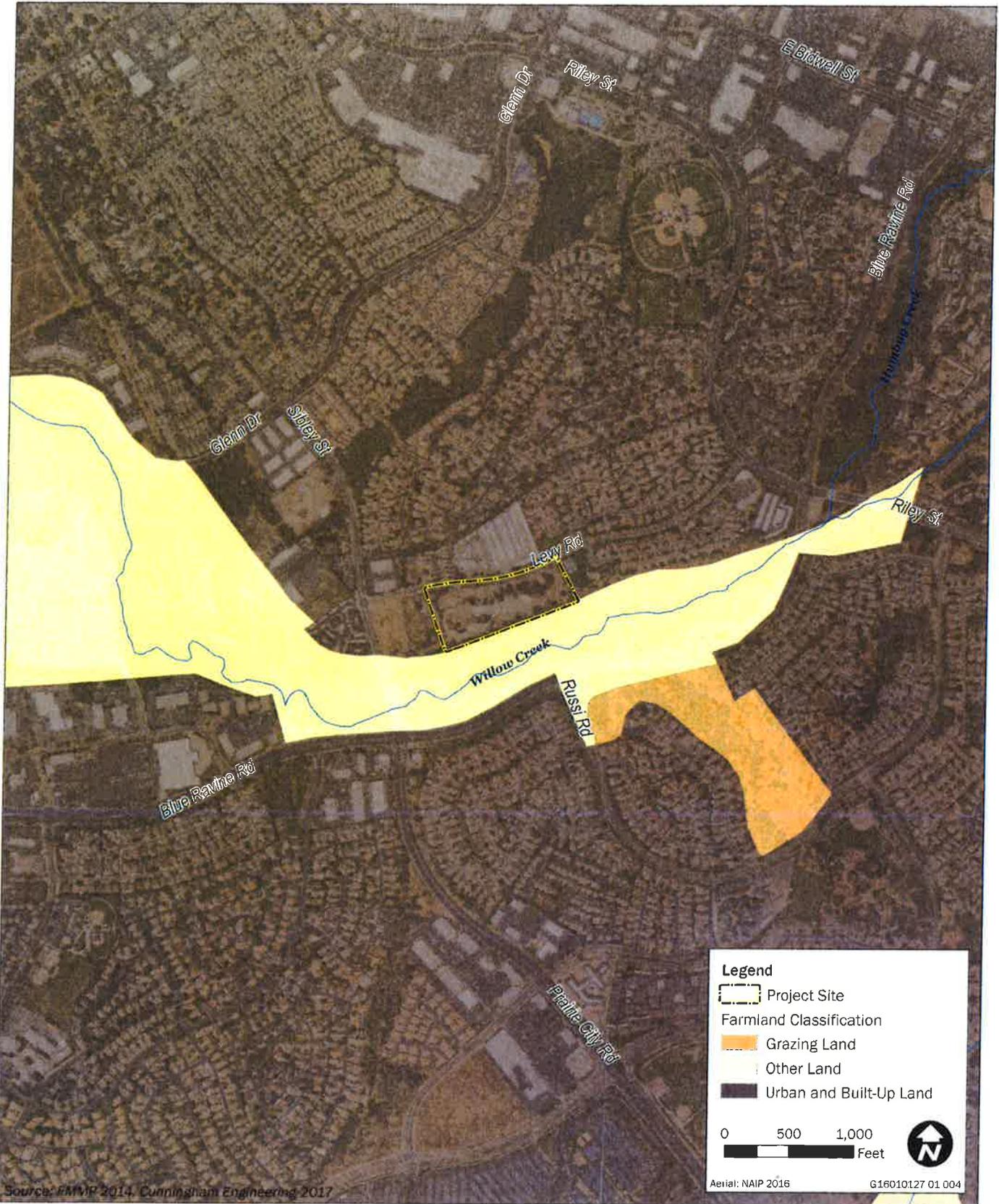
**Less than significant.** The project site contains few sources of nighttime lighting or nighttime or daytime glare. Several of the buildings on-site include security lighting and offsite sources of nighttime lighting include street lights along Levy Road and lighting associated with adjacent businesses and residences. The project would install lighting on the site in the form of street lights and wall mounted lights on dwellings, similar to lighting that exists in adjacent residential developments. Lighting on the site would comply with the City of Folsom Municipal Code Section 14.19.040, which adopts the California Energy Code (CEC) Part 6, Title 24, CCR. Section 147 of the CEC Title 24, Part 6 addresses requirements for outdoor lighting. Compliance with these requirements would ensure that lighting intensity levels, types of lighting fixtures, standard heights, and other lighting features would avoid excessive lighting, uplighting and spill over lighting, or light trespass onto adjacent properties. This would be a less-than-significant impact.

### 3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. Agriculture and Forest Resources.</b>				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.2.1 Environmental Setting

The project site is shown as "Urban and Built-up Land" on the Department of Conservation Farmland Mapping and Monitoring Program map dated 2014 (U.S. Department of Conservation 2014) (Exhibit 3.2-1). These lands are used for residential, industrial, commercial, construction, institutional, and public administrative purposes, and other development purposes. These lands are not used for agricultural purposes and do not have soils considered suitable for agriculture.



Source: FMMP 2014, Cunningham Engineering 2017

**Exhibit 3.2-1**

**FMMP**



### 3.2.2 Discussion

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No impact.** The project site is designated as Urban and Built-up Land. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur.

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

**No impact.** The project site is currently zoned as General Industrial-Planned Development District, which allows industrial uses such as lumber yards and concrete batch plants. The project site is not zoned for agricultural use and is located adjacent to residential and commercial land uses. The project site is not currently under a Williamson Act contract and is not presently used for agriculture. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

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

**No impact.** The project site is not currently zoned for forest land or timberland. The site contains a number of trees, but the habitat is not considered riparian or oak woodland forest. Nor does the site contain any forest land or timberland. Therefore, there would be no impact.

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

**No impact.** The project would require some tree removal; however, the project site does not contain forest land or timberland. Therefore, there would be no impact related to conversion of these resources.

- e) **Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

**No impact.** As discussed above, the project site is not used for or designated as agricultural land. The site is surrounded by residential and commercial land uses. The project would be consistent with the surrounding land uses and would not result in any direct or indirect conversion of agricultural land or forest land to other uses. Therefore, there would be no impact.

### 3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. Air Quality.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.3.1 Environmental Setting

The project site is located in the City of Folsom, which lies within Sacramento County and the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Air quality within the county is regulated by such agencies as the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) at the federal and state levels, respectively, and SMAQMD at the local level. SMAQMD strives to improve air quality conditions in the county through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The air quality strategy of SMAQMD, which is designed to accomplish the overarching goal of improving air quality conditions, includes the development of programs for the attainment of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS), adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. SMAQMD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the federal Clean Air Act, federal Clean Air Act Amendments of 1990, and the California Clean Air Act.

Sacramento County is currently designated as a nonattainment area for the 1-hour CAAQS and 8-hour CAAQS and NAAQS for ozone. The county is designated as nonattainment for both the CAAQS and NAAQS for respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM<sub>10</sub>), and the county is designated as nonattainment for NAAQS for respirable particulate matter with an aerodynamic diameter of 2.5 microns or less (PM<sub>2.5</sub>) (SMAQMD 2016).

SMAQMD has developed plans to meet CAAQS and NAAQS for ozone and PM<sub>10</sub> and PM<sub>2.5</sub>. SMAQMD's air quality plans include emissions inventories to measure the sources of air pollutants, evaluate the effectiveness of different control methods, and demonstrate how air quality would improve due to these plans. The plans employ computer modeling to estimate future levels of pollution and ensure that the SVAB would meet air quality goals.

The thresholds of significance listed below were adopted by SMAQMD for evaluating emissions generated during the construction and operational phases of a project (SMAQMD 2016).

### OZONE PRECURSORS

- ▲ Reactive organic gases (ROG): 65 pounds per day (lb/day);
- ▲ Oxides of nitrogen (NO<sub>x</sub>): 85 lb/day for construction, 65 lb/day for operational;

### PARTICULATE MATTER

- ▲ Particulate matter (PM<sub>10</sub>): 80 lb/day;
- ▲ Particulate matter (PM<sub>2.5</sub>): 82 lb/day;

### HAZARD AIR POLLUTANTS

- ▲ Generate toxic air contaminant (TAC) emissions that would expose sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or a (non-cancer) acute or chronic risk level that exceeds a Hazard Index of 1; and

### ODOR IMPACTS

- ▲ If the project would result in the creation of an objectionable odor affecting a substantial number of people, a more detailed analysis should be provided. Table 3.3-1 shows the screening level distances for sensitive receptors.

**Table 3.3-1 Screening Levels for Potential Odor Sources**

Type of Facility	Distance
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	2 miles
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	4 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	2 miles
Metal Smelting Plants	1 mile

Source: SMAQMD 2009

The SMAQMD thresholds of significance of criteria air pollutant emissions detailed above assist lead agencies in determining if a project may have a significant air quality impact. If a project's emissions do not exceed the thresholds of significance for criteria air pollutants the project would not obstruct implementation of SMAQMD's air quality plan.

### 3.3.2 Discussion

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

**Less than significant.** The project would include the construction and operation of 35 single-family residences. As explained in the responses to checklist questions b) and c) below, construction and operation of the project would not exceed the mass emission thresholds for criteria air pollutants and precursors recommended by SMAQMD. Thus, the project would not conflict with or obstruct implementation of SMAQMD's air quality plan. This would be a less-than-significant impact.

#### b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

##### Short-Term Construction-Related Criteria Air Pollutants and Precursors

**Less than significant.** Initial project construction activities would consist of demolition of one on-site industrial building, site preparation, and grading. All construction phases are assumed to occur sequentially. Construction of housing could begin in the fall of 2017 and is estimated to last approximately ten months.

SMAQMD requires the applicant to prepare a construction emissions reduction plan consistent with Rule 403 prior to commencement of construction activities that would generate fugitive dust emissions. Rule 403 requires that the following measures be implemented during construction to control fugitive dust:

- ▲ Water all exposed surfaces two times daily,
- ▲ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site,
- ▲ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day,
- ▲ Limit vehicle speeds on unpaved roads to 15 miles per hour,
- ▲ Pave all roadways, driveways, sidewalks, and parking lots as soon as possible.

Construction-related emissions would be temporary in nature. Off-road (e.g., gas and diesel) construction equipment exhaust would be the primary source of emissions of NO<sub>x</sub>; additional sources would include on-road trucks for import and export of materials and on-road vehicles used for worker commute trips. Worker commute trips in gasoline-fueled vehicles, off-gassing from asphalt application, and application of architectural coatings would be principal sources of ROG, with additional ROG emissions generated by off- and on-road construction equipment. Emissions of fugitive PM<sub>10</sub> and PM<sub>2.5</sub> dust is associated primarily with ground-disturbance activities during demolition, site preparation, and grading, and may vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and vehicle miles traveled on-site and off-site. Exhaust emissions from diesel equipment and worker commute trips also contribute to short-term increases in PM<sub>10</sub> and PM<sub>2.5</sub> emissions.

Construction-related emissions were estimated using the California Emissions Estimator Model (CalEEMod) computer program (CAPCOA 2016), as recommended by SMAQMD (SMAQMD 2016:3-5). CalEEMod is designed to model construction emissions for land use development projects using emission facts developed by ARB, and allows for the input of project-specific information.

Table 3.3-2 summarizes the modeled construction-related emissions of criteria air pollutants and precursors for the project. Refer to Appendix A for detailed modeling input parameters and results.

**Table 3.3-2 Summary of Maximum Daily Construction-Generated Emissions of Criteria Air Pollutants and Precursors**

Year	Emissions (lb/day)			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2017	5.1	52.3	21.1	12.6
2018	38.6	24.5	1.7	1.5
<i>Threshold of Significance</i>	N/A	85	80	82

Notes: lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; ROG = reactive organic gases; PM<sub>10</sub> = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; Refer to Appendix A for detailed assumptions and modeling output files.  
 Source: Emissions estimated by Ascent Environmental in 2017.

As shown in Table 3.3-2, emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> would not exceed the applicable thresholds adopted by SMAQMD during either year of construction. Moreover, none of SMAQMD’s mass emission thresholds would be exceeded if all the construction was performed during a single year. Thus, mass emissions of criteria air pollutants and precursors generated by project construction would not contribute to the nonattainment status of the SVAB for any criteria air pollutants. Long-Term Operational-Related Regional Criteria Air Pollutant and Precursor Emissions

**Less than significant.** Regional area- and mobile-source emissions of criteria air pollutants and precursors (i.e., ROG, NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>) generated by operation of the project were also estimated using CalEEMod. CalEEMod allows land use selections that include location-specific information and trip generation rates. CalEEMod calculates area-source emissions from the usage of natural gas, landscape maintenance equipment, and consumer products and calculates mobile-source emissions associated with vehicle trip generation.

Regional area-, energy-, and mobile-source emissions were modeled based on the proposed land use types and sizes as described in Section 2, Project Description, trip generation data presented in the *535 Levy Road Residential Project Draft Traffic Impact Analysis (Draft TIA)* (MRO Engineers 2016) and the *Updated Traffic Impact Analysis for the Proposed Prospect Ridge Residential Project (Updated TIA)* (MRO Engineers 2017) prepared by MRO Engineers, and default CalEEMod settings to estimate reasonable maximum daily operational emissions. As reported in the TIA, the project would generate 325 daily trips. The TIA can be found in Appendix B. Refer to Appendix A for detailed modeling input parameters and results.

Table 3.3-3 summarizes the modeled operational-related emissions of criteria air pollutants and precursors under buildout conditions in 2018, the earliest possible year of full operation.

**Table 3.3-3 Summary of Operational Emissions of Criteria Air Pollutants and Precursors**

Source	Emissions (pounds/day)			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	1.7	>1	>1	>1
Energy	>1	>1	>1	>1
Mobile	1.0	3.2	2.0	>1
<b>Total Emissions</b>	<b>2.7</b>	<b>3.5</b>	<b>2.0</b>	<b>&gt;1</b>
<i>Threshold of Significance</i>	65	65	80	82

Notes: pounds/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; ROG = reactive organic gases; PM<sub>10</sub> = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; PM<sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; Refer to Appendix B for detailed assumptions and modeling output files.

Source: Data modeled by Ascent Environmental in 2017

As shown in Table 3.3-3, the project's operational emissions would not exceed any of SMAQMD's applicable mass emission thresholds. Therefore, the mass emissions of criteria air pollutants and precursors associated with operation of the project would not contribute to the nonattainment status of the SVAB with respect to applicable CAAQS and NAAQS for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Nonetheless, localized concentrations of carbon monoxide (CO) may increase due to the additional vehicle trips on the surrounding roadway network generated by the project. Localized concentrations of CO at high-volume, congested intersections are of particular concern because these are locations where CO-emitting vehicles could idle for extended periods of time. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain meteorological conditions, CO concentrations near intersections may reach unhealthy levels at nearby sensitive land uses—referred to as CO hotspots—, such as residential units, schools, and childcare facilities. Thus, high local CO concentrations are considered to have a direct influence on the receptors they affect.

SMAQMD has established two tiers of screening criteria to determine whether increased traffic congestion could potentially result in a localized CO hotspot at a congested intersection (SMAQMD 2016). If the first tier of screening criteria is not met, then the second tier may be applied. SMAQMD's criteria are as follows:

#### **First Tier**

A project would not result in a localized CO concentration that exceeds applicable CAAQS or NAAQS if:

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

#### **Second Tier**

If all of the following criteria are met, a project would result in localized CO concentrations that exceed applicable CAAQS or NAAQS:

- ▲ The project will result in an affected intersection experiencing more than 31,600 vehicles per hour or
- ▲ The project will contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal and vertical mixing of air will be substantially limited and
- ▲ The mix of vehicle types at the intersection is anticipated to be substantially different from the County average (as identified by CalEEMod model).

Based on the TIA, the project would not result in the downgrading of any project-affected intersection to level of service (LOS) E or F. However, there is an intersection in the project vicinity (i.e., Levy Road and Riley Street) that already experiences a LOS E and would experience added traffic trips as a result of the project. Therefore, project traffic conditions are evaluated against SMAQMD's second tier of screening.

As described in the TIA, the project would generate a maximum of 26 trips during the a.m. peak hour and up to 35 trips during the p.m. peak hour. The existing peak traffic volumes for project-affected intersections do not exceed approximately 700 trips during the a.m. peak and 985 trips during the p.m. peak. Therefore, none of the intersections would be anticipated to accommodate traffic volumes that exceed 31,600 vehicles per hour and the project would not exceed the second-tier screening threshold. Also, due to stricter vehicle emission standards in newer cars, new technology, and increased fuel economy, CO emissions are expected to be substantially lower in future years than under existing conditions. Thus, the emissions associated with operation of the project would not violate or contribute to an exceedance of the CAAQS or NAAQS for CO.

**c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Less than significant.** As mentioned above, Sacramento County is designated as nonattainment with respect to the CAAQS and NAAQS for ozone and PM<sub>10</sub>, and nonattainment with respect to the NAAQS for PM<sub>2.5</sub>. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, regional air pollution is inherently cumulative. A project's individual emissions can contribute to existing cumulatively significant adverse air quality impacts. As explained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (2016), if a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, SMAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If project-related emissions do not exceed the identified mass emission thresholds, its emissions would not be cumulatively considerable, and would not result in significant adverse air quality impacts. Therefore, analysis in addition to the analysis performed under item b) is not necessary for the evaluation of potential cumulative impacts.

Thus, as discussed in the analysis under item b) above, project-generated emissions would not exceed applicable thresholds, and therefore, would not violate or contribute substantially to an existing or projected air quality violation. As a result, project-generated emissions of criteria air pollutants and precursors would not be cumulatively considerable. This would be a less-than-significant impact.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Criteria Air Pollutants and Precursors**

**Less than significant.** The closest sensitive receptors to the project site are residences located northwest and east, as well as a park located adjacent to the project site. As discussed in item b) above, project implementation would not result in regional (e.g., ROG, NO<sub>x</sub>, PM<sub>10</sub>) or local (e.g., CO) emissions of criteria air pollutants or precursors from construction or operational activities that would exceed applicable SMAQMD thresholds of significance. Thus, project-generated criteria air pollutant and precursor emissions would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

**Toxic Air Contaminants**

**Less than significant.** The project would result in short-term diesel-fueled engines (i.e., diesel PM) emissions from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., demolition, clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. Particulate exhaust emissions from diesel PM was identified as a toxic air contaminant (TAC) by ARB in 1998. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts, thus, diesel PM is the focus of this discussion. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. According to guidance from the California Air Pollution Control Officers Association, health risk for a residential project from TACs should be based on a 70-year exposure period (CAPCOA 2009).

The primary sources of diesel PM from the project would be from construction-related activities. Based on the emissions modeling shown above, the highest level of PM<sub>2.5</sub> that would occur from construction of the project would be 12.6 pounds per day. Given the highly dispersive properties of diesel PM (Zhu and Hinds, 2002), and the temporary and intermittent duration of construction activity, it is not anticipated that the project-related TAC emissions would result in an incremental increase in cancer risk at the nearest receptors that exceed SMAQMD's threshold of 10 in one million. In addition, the project would not result in any new or

additional sources of TACs in comparison to existing land uses. Thus, project-related TAC emissions would be less than significant.

**e) Create objectionable odors affecting a substantial number of people?**

**Less than significant.** The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause physical harm, they may still be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Construction associated with the project could expose existing nearby residents to odorous emissions from diesel equipment, asphalt paving, and the application of architectural coatings. However, such emissions would be short-term in nature and would dissipate rapidly with increasing distance from the source.

No existing major sources of objectionable odors (e.g., landfill, composting facility, food processing facility, feedlot/dairy) are located within the screening level distances identified by SMAQMD (and listed in Table 3.3-1 above). Development of the single-family residences would not introduce new, permanent sources of objectionable odors.

Implementation of the project would not involve the construction or operation of any major odor sources, and no existing sources of objectionable odors are located within one mile of the project. Thus, the project would not result in the exposure of residences or other sensitive receptors to objectionable odors. As a result, this impact would be less than significant.

### 3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. Biological Resources. Would the project:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.4.1 Environmental Setting

The project site includes a developed/paved area with several structures, an unmaintained wastewater pond, and mounds of concrete waste associated with the Teichert Ready Mix facility's operations (Exhibit 3.4-1). The developed area contains many large native trees and native shrubs, including gray pine (*Pinus sabiniana*), blue oak (*Quercus douglasii*), valley oak (*Q. lobata*), interior live oak (*Q. wislizeni*), and toyon (*Heteromeles arbutifolia*; Exhibit 3.4-1). Several non-native or ornamental plant species were also present in great density, including oleander (*Nerium oleander*), Himalayan blackberry (*Rubus armeniacus*), and tree tobacco (*Nicotiana glauca*). Otherwise, ruderal forbs and herbs, and non-native grasses dominated the site.

**Exhibit 3.4-1**

**Mounds of concrete waste (foreground), and large native oak, pine, and alder trees (background) within the project site and extending beyond its boundaries.**

Wildlife species observed during the site visit are summarized in Appendix C. The mounds of concrete waste on the west side of the project site have slipped and eroded over time, creating many crevices and burrows, which are currently being used by rodents for shelter as evidenced by scat and bedding material. Western gray squirrels (*Sciurus griseus*) were observed foraging on the project site, and California ground squirrel (*Otospermophilus beecheyi*) burrows were observed in the ground and on eroded cliff faces. Raccoon (*Procyon lotor*) and coyote (*Canis latrans*) scat was abundant throughout the project site, suggesting that both species forage in the area. Mule deer (*Odocoileus hemionus*) tracks were observed, as well as bones from a deer carcass. Additionally, at least 20 owl pellets, likely from a great horned owl (*Bubo virginianus*) were found below a cement silo (Exhibit 3.4-2). While an owl nest was not observed during the site visit, a great horned owl may use the cement silo as a nesting or regular roosting location.

The project site also included an adjacent undeveloped area, separated by a chain-link fence and characterized by oak woodland (valley and live oak), and a riparian area associated with Willow Creek (Exhibit 3.4-3). The riparian area overstory included primarily gray pine, willow (*Salix* sp.), and white alder (*Alnus rhombifolia*). The understory was dominated by Himalayan blackberry, but also included cattail (*Typha* sp.), tree of heaven (*Ailanthus altissima*), and poison oak (*Toxicodendron diversilobum*). Because of rain less than a week before the site visit, Willow Creek was flowing rapidly.



**Exhibit 3.4-2** Owl pellets and small mammal bones below a cement silo within the project site.



**Exhibit 3.4-3**      **Habitat within the undeveloped area on the southern portion of the project site and extending beyond the site. Several trees were recommended for removal within this area of the site; however, this area is planned to remain in a similar, undeveloped condition.**

A search of the California Natural Diversity Database (CNDDDB) was conducted for sensitive biological resources that have been documented within a 5-mile radius of the project site. Based on a review of the CNDDDB results (CNDDDB 2016), documented species ranges, and a site visit by a wildlife biologist on December 12, 2016, western pond turtle, tricolored blackbird, Swainson's hawk, white-tailed kite, pallid bat, and valley elderberry longhorn beetle may occur on the project site (Table 3.4-1 and 3.4-2).

**Table 3.4-1 Special-Status Wildlife Species Known to Occur in the Project Region and their Potential for Occurrence in the Project Area**

Species	Listing Status <sup>1</sup>		Habitat	Potential for Occurrence <sup>2</sup>
	Federal	State		
<b>Amphibians, Reptiles and Fish</b>				
Western pond turtle <i>Actinemys marmorata</i>	-	SC	Forage in ponds, marshes, slow-moving streams, sloughs, and irrigation/drainage ditches; nest in nearby uplands with low, sparse vegetation.	May occur. Willow creek, which is less than 200 feet south of the project site, provides potentially suitable habitat for this species.
Steelhead – Central Valley DPS <i>Oncorhynchus mykiss irideus</i>	T	-	Populations in the Sacramento and San Joaquin rivers and their tributaries.	Not expected to occur. While the project site is within the historic spawning grounds of the species, the watershed east of Lake Natoma is blocked by the Nimbus Dam on the American River and the species is not expected to occur in Willow Creek
Western spadefoot <i>Spea hammondi</i>	-	SC	Primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Not expected to occur because no vernal pool habitat is present on-site While suitable vernal pool habitat is present within a 5-mile radius of the project site, it is located south of SR 50, and north of Lake Natoma which are both significant barriers.
<b>Birds</b>				
Tricolored blackbird <i>Agelaius tricolor</i>	-	SC	A colonial species, most numerous in the central valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	May occur. Suitable riparian nesting habitat with cattails is present adjacent to the southern edge of the project site.
Golden eagle <i>Aquila chrysaetos</i>	-	FP	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons and large trees provide nesting habitat.	Not expected to occur. Suitable habitat is not present within the project site.
Burrowing owl <i>Athene cunicularia</i>	-	SC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel ( <i>Otospermophilus beecheyi</i> ).	Not expected to occur. Suitable grassland habitat is not present within or directly adjacent to the project site.
Swainson's hawk <i>Buteo swainsoni</i>	-	T	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannas, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	May occur. Suitable riparian nesting habitat, including large trees, is present within the project site.
White-tailed kite <i>Elanus leucurus</i>	-	FP	Forages in grasslands and agricultural fields; nests in riparian zones, oak woodlands, and isolated trees.	May occur. Suitable riparian nesting habitat is present within the project site.
Bald eagle <i>Haliaeetus leucocephalus</i>	D	E FP	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests are within one mile of water. Nests in large old growth or dominant live tree with open branches, especially ponderosa pine, Roosts communally in winter.	Not expected to occur. While bald eagles and their nests have been observed nearby in Lake Natoma and Folsom Lake, the project site is outside of the one-mile optimal distance from a large body of water. The habitat surrounding the project site is mostly

**Table 3.4-1 Special-Status Wildlife Species Known to Occur in the Project Region and their Potential for Occurrence in the Project Area**

Species	Listing Status <sup>1</sup>		Habitat	Potential for Occurrence <sup>2</sup>
	Federal	State		
				residential, and it is far more likely that bald eagles would nest adjacent to the nearby lakes.
<b>Mammals</b>				
Pallid bat <i>Antrozous pallidus</i>	-	SC	Deserts, grasslands, shrub lands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from thermal stress. Very sensitive to disturbance of roosting sites.	May occur. Potentially suitable roosting habitat is present within buildings and large trees on the project site.
American badger <i>Taxidea taxus</i>	-	SC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils, and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not expected to occur. Suitable open grassland habitat is not present within or adjacent to the project site.
<b>Invertebrates</b>				
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	T	-	Endemic to the grasslands of the Central Valley, central coast mountains, and south coast mountains, in astatic rain-filled pools. Inhabit small, clear water sandstone depression pools and grassed swale, earth slump, or basalt flow depression pools.	Not expected to occur. Suitable vernal pool habitat is not present within the project site.
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	T	-	Elderberry shrubs below 3,000 feet in elevation, typically in riparian habitats. Found in stems measuring 1 inch or greater at ground level.	May occur. Although elderberry shrubs were not observed during the site visit, suitable riparian habitat is present along the southern edge of the project site, near Willow Creek.
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	E	-	Vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass-bottomed swales of unplowed grasslands. Some pools are mud-bottomed.	Not expected to occur. Suitable vernal pool habitat is not present within the project site.

Note: CNDDDB = California Natural Diversity Database

<sup>1</sup> Legal Status Definitions

Federal:

E Endangered (legally protected)  
T Threatened (legally protected)  
D Delisted  
PT Proposed Threatened

State:

D Delisted  
FP Fully protected (legally protected)  
SC Species of special concern (no formal protection other than CEQA consideration)  
E Endangered (legally protected)  
T Threatened (legally protected)  
CT Candidate Threatened

<sup>2</sup> Potential for Occurrence Definitions

**Not expected to occur:** Species is unlikely to be present in the project area due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

**May occur:** Suitable habitat is available in the project area; however, there are little to no other indicators that the species might be present.

**Likely to occur:** The species, or evidence of its presence, was observed in the project area during reconnaissance surveys, or was reported by others.

Source: CNDDDB 2016; eBird 2016

**Table 3.4-2 Special-Status Plant Species Known to Occur in the Project Region and their Potential for Occurrence in the Project Area**

Species	Status <sup>1</sup>			Habitat and Blooming Period	Potential for Occurrence <sup>2</sup>
	Federal	State	CRPR		
Dwarf downingia <i>Downingia pusilla</i>	-	-	2B.2	Valley and foothill grassland (mesic sites), and vernal pools. Vernal lake and pool margins with a variety of associates. In several types of vernal pools. 3-1,460 feet in elevation. Blooms March to May.	Not expected to occur. Suitable vernal pool habitat is not present within the project site.
Boggs Lake hedge-hyssop <i>Gratiola heterosepala</i>	-	E	1B.2	Marshes and swamps (freshwater), and vernal pools. Clay soils. Usually in vernal pools, sometimes on lake margins. 33-7,790 feet in elevation. Blooms April to August.	Not expected to occur. Suitable vernal pool habitat is not present within the project site.
Pincushion navarretia <i>Navarretia myersii</i> ssp. <i>myersii</i>	-	-	1B.1	Vernal pools. Clay soils with non-native grassland. 147-328 feet in elevation. Blooms April to May.	Not expected to occur. Suitable vernal pool habitat is not present within the project site.
Sacramento orcutt grass <i>Orcuttia viscida</i>	E	E	1B.1	Vernal pools. 49-280 feet in elevation. Blooms April to July.	Not expected to occur. Suitable vernal pool habitat is not present within the project site.
Sanford's arrowhead <i>Sagittaria sanfordii</i>	-	-	1B.2	Marshes and swamps. In standing or slow-moving freshwater ponds, marshes, and ditches. 0-2,130 feet in elevation. Blooms May to October.	Not expected to occur. While this species could occur along the banks of Willow Creek, there is no suitable marsh, swamp, or creek habitat within the project site.

Notes: CRPR = California Rare Plant Rank; CNDDDB = California Natural Diversity Database

<sup>1</sup> Legal Status Definitions

Federal:

- E Endangered (legally protected by ESA)
- T Threatened (legally protected by ESA)

State:

- E Endangered (legally protected by CESA)
- R Rare (legally protected by CNPPA)

California Rare Plant Ranks:

- 1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)
- 2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

Threat Ranks

- 0.1 Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
- 0.2 Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)

<sup>2</sup> Potential for Occurrence Definitions

**Not expected to occur:** Species is unlikely to be present on the project site due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

**May occur:** Suitable habitat is available at the project site; however, there are little to no other indicators that the species might be present.

**Likely to occur:** The species, or evidence of its presence, was observed at the project site during reconnaissance surveys, or was reported by others.

Sources: CNDDDB 2016; Calflora 2016

### 3.4.2 Discussion

- 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?**

Based on a site visit and a review of the sensitive plant and wildlife species within 5 miles of the project site, western pond turtle, tricolored blackbird, Swainson's hawk, white-tailed kite, pallid bat, and valley elderberry longhorn beetle may occur in the project area.

#### Plants

**Less than significant.** Five special-status plant species were identified as being present in the project region, however, the project site does not support suitable habitat for these sensitive plants and they are not expected to occur on the site. Therefore, the project would have no impact on sensitive plant species.

#### Wildlife

**Less than significant with mitigation incorporated.**

#### Nesting Birds

During the site visit, over 20 owl pellets were observed under a cement silo suggesting that an owl may nest or roost on the silo on a regular basis (Exhibit 3.4-2). Additionally, a bird nest was observed on another cement silo, but it could not be determined what species used the nest or if the nest was active. Removal of these structures during construction could result in destruction of active bird nests. If structures are to be removed during breeding season (February 1 through August 31) and if an active nest were present, mortality of eggs and chicks could result. Migratory birds are protected by the Migratory Bird Treaty Act and nests are protected by Section 3503 of the California Fish and Game Code.

Suitable nesting or foraging habitat for tricolored blackbird is not present within the project site. However, potentially suitable nesting habitat for tricolored blackbird is present in the riparian vegetation along Willow Creek adjacent to the south end of the project site. The nearest known tricolored blackbird colony is approximately 2 miles east of the project site near Folsom Lake College. Tricolored blackbird is a candidate for listing as a threatened species under the California Endangered Species Act (CESA). Construction activities, such as ground disturbance, vegetation removal, and noise from grading activities and construction equipment could disturb nesting tricolored blackbirds or destroy their nests, if they are present.

The loss of active nests would be a significant impact. Implementation of the following mitigation would reduce the project's impacts to nesting birds to a less-than-significant level.

#### Mitigation Measure Bio-1: Avoid or minimize effects to nesting birds.

The following measures shall be implemented to avoid or minimize loss of active bird nests:

- ▲ To minimize the potential for loss of active great horned owl, tricolored blackbird, or other bird nests, structure and vegetation removal activities shall commence during the nonbreeding season (September 1-January 31). If all suitable nesting habitat is removed during the nonbreeding season, no further mitigation would be required.
- ▲ Prior to removal of any structure or vegetation, or any ground-disturbing activities between February 1 and August 31, a qualified biologist shall conduct preconstruction surveys for nests on any structure or vegetation slated for removal, as well as for potential tricolored blackbird nesting habitat. The surveys shall be conducted no more than 14 days before construction commences. If no active nests or tricolored blackbird colonies are found during focused surveys, no further action under this measure will be required. If active nests are located during the preconstruction surveys, the biologist shall notify the

California Department of Fish and Wildlife (CDFW). If necessary, modifications to the project design to avoid removal of occupied habitat while still achieving project objectives shall be evaluated, and implemented to the extent feasible. If avoidance is not feasible or conflicts with project objectives, construction shall be prohibited within a minimum of 100 feet of the nest to avoid disturbance until the nest colony is no longer active. These recommended buffer areas may be reduced through consultation with CDFW.

### **Swainson's hawk, white-tailed kite, and other nesting raptors**

Suitable foraging habitat for Swainson's hawk and white-tailed kite is not present within the project site, because there is no open grassland, meadow, or agricultural land on the project site. However suitable open grassland habitat is present within approximately 2 miles on the south side of SR 50. Both species could potentially nest within the riparian habitat adjacent to the project site, and potentially in the large trees (e.g. alder, gray pine, interior live oak, blue oak, valley oak) within the project site, many of which are planned to be removed. Construction activities such as tree removal, and noise from ground disturbance, grading, and construction equipment, could result in loss of nests, or mortality of eggs or chicks.

The loss of Swainson's hawk, white-tailed kite, or other raptors and their nests is a potentially significant impact. Implementation of the following mitigation would reduce the project's impacts to nesting raptors to a less-than-significant level.

### **Mitigation Measure Bio-2: Swainson's hawk and other nesting raptors.**

The following measures shall be implemented to avoid and minimize impacts to Swainson's hawk, as well as to other raptors:

- ▲ If removal of a known nest tree is required, it shall be removed when no active nests are present, generally between October 1 and February 1.
- ▲ If project activity would commence between February 1 and September 30, a qualified biologist shall be retained to conduct preconstruction surveys for active nests in suitable habitat on and within 0.25 mile of the project site no more than 14 days and no less than seven days before commencement of project-related ground disturbance or vegetation removal activities. If this survey does not identify any nesting raptors in the area within the project site that would be disturbed plus the 0.25-mile radius, no further mitigation would be required.
- ▲ If an occupied nest is present, CDFW guidelines recommend implementation of a 0.25-mile buffer for Swainson's hawk and 500 feet for other tree-nesting raptors, but the size of the buffer may be adjusted if a qualified biologist and CDFW determine that it would not be likely to adversely affect the nest and shall be based upon observed behavior of the nesting birds. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the protective buffer shall be increased such that activities are far enough from the nest that the birds no longer demonstrate agitated behavior. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by a qualified biologist. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active or that the young have fully fledged. Monitoring of the nest by a qualified biologist shall be required if the activity has potential to adversely affect the nest. For Swainson's hawks, no intensive new disturbances or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the 0.25-mile (buffer zone) of an active nest between March 1 - September 30.

### **Western pond turtle**

Suitable aquatic habitat for western pond turtle is present on the project site in Willow Creek, and upland grassland habitat is present within 200 feet of the creek, associated with the oak woodland on the southern edge of the project site. Project activities, such as ground disturbance and grading could disturb western pond turtle habitat, or result in direct mortality. Loss of western pond turtle would be a potentially significant impact.

Implementation of the following mitigation would reduce the project's impacts to western pond turtle to a less-than-significant level.

### **Mitigation Measure Bio-3: Avoid or minimize effects to western pond turtle.**

Within 24 hours before beginning construction activities within 200 feet of suitable aquatic habitat for western pond turtle, a qualified biologist shall inspect areas of anticipated disturbance for the presence of western pond turtle. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or more has occurred. If pond turtles are found during the survey or observed within the construction area at any other time, they shall be relocated by a qualified biologist to upstream or adjacent aquatic habitat that would not be disturbed by construction activity.

### **Special-status bat species**

Pallid bats use a variety of habitats to roost, including caves, crevices, mines, hollow trees, and buildings. While direct evidence of bat roosting (e.g., droppings, urine, prey remnants) was not observed during the site visit, there are several empty buildings and structures, as well as large trees that could potentially have suitable hollow spaces within the project site. Tree and structure removal activities could result in the loss of pallid bat roosts and individuals. This would be a potentially significant impact. Implementation of the following mitigation would reduce the project's impacts to special-status bat species to a less-than-significant level.

### **Mitigation Measure Bio-4: Preconstruction bat survey and exclusion.**

The following mitigation measure shall apply to construction of the project to reduce impacts on bats:

- ▲ Before commencing any structure or tree removal activities, a qualified biologist shall conduct surveys for roosting bats. If evidence of bat use is observed, the species and number of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no evidence of bat roosts is found, then no further study shall be required.
- ▲ If pallid bats are found, bats shall be excluded from the roosting site before the tree or structure is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed by a qualified biologist in consultation with CDFW before implementation. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). Once, it is confirmed that bats are not present in the original roost site, the tree or structure may be removed.

### **Valley elderberry longhorn beetle**

Blue elderberry (*Sambucus nigra* ssp. *caerulea*) shrubs were not observed on the project site during the site visit. However, suitable riparian habitat is present adjacent to the southern edge of the project site, and elderberry shrubs are known to occur along Willow Creek, and nearby Lake Natoma (Calflora 2016). The surveys were conducted during the wintertime when elderberry shrubs are leafless. Even though shrubs were not observed, they could sprout in between the time the survey was conducted and the start of construction. Construction activities, including vegetation removal and ground disturbance, could result in the loss of elderberry shrubs, and potential valley elderberry longhorn beetle habitat. This would be a potentially significant impact.

### **Mitigation Measure Bio-5: Valley elderberry longhorn beetle.**

- ▲ Prior to project initiation, a qualified biologist shall conduct surveys for valley elderberry longhorn beetle according to the protocol outlined in U.S. Fish and Wildlife Service (USFWS) *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (1999). The biologist shall identify and map all elderberry shrubs with stems measuring one inch or greater in diameter at ground level on and within 100 feet of the disturbance footprint, take stem counts, and document any exit holes. If no elderberry shrubs are found, then no further study shall be required.

- ▲ Impacts to valley elderberry longhorn beetle shall be avoided and minimized by following the Conservation Guidelines for cases where elderberry shrubs can be retained and protected within 100 feet of the project footprint.
- ▲ If elderberry shrubs are 100 feet or more from project activities, no direct or indirect impacts are expected. Shrubs shall be protected during construction by establishing and maintaining a high visibility fence at least 100 feet from the drip line of each elderberry shrub with stems 1 inch or greater.
- ▲ If elderberry shrubs can be retained within the project footprint, project activities may occur up to 20 feet from the dripline of elderberry shrubs if precautions are implemented to minimize the potential for indirect impacts. Specifically, these minimization measures include:
  - A minimum setback of at least 20 feet from the dripline of each elderberry plant with stems greater than one-inch diameter at ground level shall be maintained to avoid direct impacts. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and shall be maintained for the duration of construction activities. Ground-disturbing activities on the project site shall not alter the hydrology of the site or otherwise affect the likelihood of vigor or survival of elderberry shrubs.
  - Project activities, such as truck traffic or other use of machinery, shall not create excessive dust on the project site, such that the growth or vigor of elderberry shrubs is adversely affected. Enforcement of a speed-limit and watering dirt roadways are potential methods to ensure that excessive dust is not created.
  - Areas that are disturbed temporarily shall be restored to pre-disturbance conditions. Erosion control measures shall be implemented to restore areas disturbed within 100 feet of elderberry shrubs.
  - No insecticides, herbicides, fertilizers, or other chemicals shall be used within 100 feet of elderberry shrubs. Herbaceous vegetation may be mowed or removed using hand tools within 100 feet, but not within 20 feet of the elderberry shrubs.
  - If new permanent development is to occur within the 100-foot buffer (but outside the 20-foot buffer), the potential for indirect effects shall be evaluated by a qualified biologist. If indirect effects are likely to occur, USFWS shall be consulted to determine the appropriate conservation measures. If indirect effects are not likely to occur, then no additional minimization measures would be required.
- ▲ If elderberry shrubs cannot be avoided, compliance with the federal Endangered Species Act (ESA) and consultation with USFWS is required, and may involve acquiring an incidental take permit, or a take exception.

#### **Significance after Mitigation**

Implementation of Mitigation Measures Bio-1 through Bio-5 would ensure that the project would not result in a substantial adverse effect on special status species. Therefore, this impact would be reduced to a less-than-significant level.

#### **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?**

**Less than significant with mitigation incorporated.** Riparian habitat associated with Willow Creek, is located adjacent to the southern edge of the project site. Construction activities would be limited to the project site, and there are no plans to remove riparian vegetation, or otherwise affect Willow Creek. However, it is possible that planned ground disturbing, grading, and tree removal activities on the project site could result in erosion, which could have indirect effects to nearby riparian habitat. Further, grading plans have not been finalized and could change such that impacts to riparian habitat could occur. This would be a potentially

significant impact. Implementation of Mitigation Measure Bio-6 would reduce this impact to a less-than-significant level.

**Mitigation Measure Bio-6: Avoid effects to sensitive natural communities by fencing resources.**

Before construction activities commence, all sensitive areas (e.g., riparian habitat, waters of the United States) shall be flagged or fenced with brightly visible construction flagging or fencing under the direction of the qualified biologist to ensure that grading, excavation, or other ground-disturbing activities shall not occur within these areas. Straw wattles shall be placed along the southern edge of the project site during grading and ground disturbing activities to prevent erosion and inadvertent filling of Willow Creek. Foot traffic by construction personnel shall also be limited in these areas to prevent the introduction of invasive or weedy species. Periodic inspections during construction shall be conducted by a qualified biologist to maintain the integrity of exclusion fencing/flagging and straw wattles throughout the period of construction involving ground disturbance. Additionally, all City of Folsom erosion and sediment control specifications and standards shall be followed.

Before the City issues grading permits, the City shall require that the applicant verify that the construction activities and development would not affect riparian habitat. In the event that this cannot be demonstrated to be achieved through the design process, the applicant shall obtain a USACE Section 404 Permit and Section 401 water quality certification from the RWQCB and comply with all permit conditions and mitigation requirements to minimize impacts to wetlands and other waters. In addition, the applicant shall seek a Section 1602 Streambed Alteration Agreement from CDFW and comply with mitigation conditions outlined therein.

**Significance after Mitigation**

Implementation of Mitigation Measure Bio-6 would ensure that the project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community. Therefore, this impact would be reduced to a less-than-significant level.

**c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**Less than significant with mitigation incorporated.** Willow Creek, is located adjacent to the southern edge of the project site. Construction activities would be limited to the project site, and there are no plans to fill or otherwise directly affect Willow Creek. However, it is possible that planned ground disturbing, grading, and tree removal activities could result in erosion or inadvertent filling of Willow Creek with earth or concrete waste. This would be a potentially significant impact. Implementation of Mitigation Measure Bio-6 (above) would reduce this impact to a less-than-significant level.

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

**Less than significant.** The project site is surrounded by developed land, including residential, industrial, and commercial areas. Although Willow Creek runs adjacent to the project site, project plans do not include any modification or disturbance of the creek, its bed or bank. A search of CDFW's California Essential Habitat Connectivity data did not identify any designated essential habitat connectivity areas. Construction activities would temporarily disturb the area, but would take place entirely on previously developed land, and would not result in any new barriers to wildlife movement. The project site does not currently function as an important movement corridor or nursery site and the project would not impede wildlife movement through the site; therefore, impacts to wildlife movement are considered less than significant.

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

**Less than significant with mitigation incorporated.** Project implementation could result in the removal of or damage to native oak trees protected under City of Folsom Municipal Code. Construction activities could result in direct tree removal and indirect impacts affecting oak tree root systems such as ground disturbance and grading. Removal of oak trees meeting minimum diameter at breast height (DBH) criteria and causing damage to the root zones that would lead to eventual death of protected trees would require mitigation under local ordinances. The City's Tree Preservation Ordinance (Folsom Municipal Code, Chapter 12.16) defines a protected tree as a native oak tree (i.e., valley oak, interior live oak, blue oak, and hybrids thereof), heritage tree, street tree, or landmark tree. The Tree Preservation Ordinance requires a tree permit for activities that would potentially affect or remove protected trees. An arborist's report (Sierra Nevada Arborists 2016) identified a total of 126 protected trees on the project site. Project implementation would result in removal of approximately 81 native oak trees (48 blue oak and 33 interior live oak), of which 18 are heritage trees (defined as native oak over 19 inches DBH). Fourteen of these trees (9 Blue oak and 5 interior live oak) were recommended for removal due to compromised health or structure. Removal of protected native oak trees would be a potentially significant impact. Implementation of Mitigation Measure Bio-7 would reduce this impact to a less-than-significant level.

**Mitigation Measure Bio-7: Tree protection requirements.**

All tree removal shall comply with the City's tree preservation ordinance (Folsom 12:16, Tree Preservation). As described in the ordinance the applicant shall prepare and implement a tree mitigation and preservation plan. At minimum, the following actions are required:

- ▲ A site map shall be prepared showing the location of all trees on the site;
- ▲ All protected trees on the site shall be identified;
- ▲ The extent of protected zones for all protected trees (drip line plus one foot) shall be identified; and
- ▲ A preservation plan shall be prepared that provides for fencing around the protected zone for protected trees during construction; and restrictions on equipment and vehicle parking in protected zones.

Mitigation plans shall include provisions for planting the same species of the regulated tree, temporary or permanent irrigation, and monitoring for a 2-year period. Mitigation tree planting and tree preservation replacement ratios shall be in accordance with the City's tree preservation ordinance (Appendix C, Table C-2).

- ▲ On-site mitigation. The on-site mitigation plan shall include, but is not limited to, the following:
  - A site plan depicting all living protected trees to remain and all living protected trees to be removed, utilizing clear and concise graphics.
  - A table indicating each protected tree to be removed by tree number, the diameter at breast height (DBH), condition, and any other information pertinent to the trees being removed.
  - The plan shall include tree planting locations, size and species of trees to be planted, and planting and irrigation methods.
- ▲ If off-site mitigation is desired, the applicant must request approval for one or more of the following methods:
  - Payment of an inch-for-diameter-inch replacement in-lieu fee, as set by city council resolution, to cover the cost of purchasing, planting and initial care of the off-site tree plantings;
  - Dedication of property for the purpose of planting trees (1 diameter inch = .004 acres of land); or

- ▶ Planting of trees on either public property, property with a conservation easement, or on property with an irrevocable offer of dedication to the city.

**Significance after Mitigation**

Implementation of Mitigation Measure Bio-7 would ensure that the project would be consistent with Folsom's tree preservation ordinance. Therefore, this impact would be reduced to a less-than-significant level.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No impact.** The project site is not located in or adjacent to the plan area for the South Sacramento Habitat Conservation Plan. The project site is not located within the vicinity of any other Habitat Conservation Plan or Natural Community Conservation Plan. There would be no impact.

### 3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. Cultural Resources. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 3.5.1 Environmental Setting

Setting information and impact conclusions are derived from the *Cultural and Paleontological Resources Inventory for the Prospect Ridge Subdivision Project, City of Folsom, Sacramento County, California* (Natural Investigations Company 2017).

##### PREHISTORIC SETTING

The prehistoric timeframes in the Sacramento Valley, Sacramento-San Joaquin Delta, and San Joaquin Valley include Paleo-Indian (11,500–8550 B.C.), Lower Archaic (8550–5550 B.C.), Middle Archaic (5550–550 B.C.), Upper Archaic (550 B.C.– A.D. 1100), and Emergent or Late Prehistoric Period (A.D. 1100–Historic Contact). There is little evidence of the Paleo-Indian and Lower Archaic periods in the Central Valley and studies have estimated that Paleo-Indian and Lower Archaic sites along the lower stretch of the San Joaquin River and Sacramento River drainage systems were buried by Holocene alluvium up to 33 feet thick. Evidence shows changes in distinct artifact types, subsistence orientation, and settlement patterns, which began circa 5550 B.C. and lasted until historic contact in the early 1800s (Natural Investigations Company 2017).

##### ETHNOGRAPHIC SETTING

The Nisenan (also known as the Southern Maidu) historically occupied the project vicinity (Kroeber 1925, 1929; Wilson and Towne 1978). The project area lies within the southernmost territory of the Valley Nisenan, which included the lower American, Feather, and Sacramento Rivers (Kroeber 1925, 1929; Merriam 1966-1967; Wilson and Towne 1978). Major Nisenan villages were located along the north bank of the American River. In the heart of Nisenan territory, the discovery of gold in 1848 at Sutter’s Mill on the American River near Coloma had a devastating impact on the remaining Nisenan, as well as other groups of Native Americans in the Central Valley and along the Sierra Nevada foothills (Chartkoff and Chartkoff 1984:296). By 1850, with their lands, resources and way of life being overrun by the steady influx of non-native people during the Gold Rush, surviving Nisenan retreated to the foothills and mountains or labored for the growing ranching, farming, and mining industries (Wilson and Towne 1978:396) (Natural Investigations Company 2017).

## HISTORIC SETTING

One of California's original 27 counties, Sacramento County was created at the time of statehood in 1850 (Hoover et al. 2002:369). The city and the project site are located within the boundaries of Río de Los Americanos (35,521 acres), one of three large, Mexican-period land grants located east of Sutter's New Helvetia. Río de Los Americanos on the south side of the American River extended approximately from the intersection of today's Bradshaw Road with the American River upstream to a point near Folsom Prison. The rancho was granted to William Leidesdorff in 1844 (Beck and Haase 1974:28; Bowen 1966:1-2).

After the discovery of gold in 1848, placer mining camps sprang up between the vicinity of Coloma and Sacramento, including numerous camps along the American River in the greater Folsom area (e.g., Mormon Island, Negro Bar, Willow Springs Diggings, Prairie City, Alder Creek). By the mid-1850s the rich placer deposits along the American River had been depleted, miners began moving to new areas along the Mother Lode, and continuing operations depended on the use of other mining techniques, such as ground sluice, hydraulic, and dredge mining.

In 1855, Captain Joseph L. Folsom purchased approximately 35,000 acres of the Rancho Río de los Americanos from the William Leidesdorff estate (Natomas News 1911:6-7). People began to settle and develop mining communities in the area, including Ashland, McDowell Hill, Richmond Hill, Rebel Hill, and Granite City. In the same year, Folsom hired engineer Theodore Judah to lay out the grid for the town of Granite City on the south bank of the American River in the Granite Township (Barrows 1994:14). Before the lots could be marked off and the new town established, Captain Folsom died on July 19, 1855. Captain Folsom's heirs continued with the development, and in 1856 lots were sold at public auction in Sacramento (Waechter and Mikesell 1994:12). On January 17, 1856, the town of Granite City was officially named Folsom. Folsom rapidly developed into a transportation center, with freight stage lines meeting the trains to carry supplies throughout the mining region. The City of Folsom was incorporated in 1946. Beginning in the 1950s, changes that occurred in the area include construction of Nimbus and Folsom dams on the American River in the mid-1950s, creation of Folsom Lake State Recreation Area, and establishment in 1950 of nearby aerospace industry giant, Aerojet-General Corporation.

## RESULTS OF THE SITE SURVEY

A pedestrian survey of the project site was conducted by Natural Investigations Company archaeologist, Dylan Stapleton, on December 21, 2016. Survey transects were spaced at intervals no greater than 15 meters. The project site was carefully examined for the presence of cultural resources and geologic outcrops that may contain paleontological resources.

All visible ground surface within the project site was examined for cultural material (e.g., flaked stone tools, tool-making debris, stone milling tools, or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), or historic-era debris (e.g., metal, glass, ceramics).

No prehistoric or historic-era archaeological sites, ethnographic sites, or historic-era built environment resources were identified during the survey of the project site. No paleontological resources were exposed on the surface within the project site, and no unique geologic features or outcrops were identified (Natural Investigations Company 2017).

## NATIVE AMERICAN OUTREACH AND CONSULTATION

Senate Bill 18 (SB 18) (Chapter 904, Statutes of 2004; Government Code Sections 65352.3-5) requires that, prior to the adoption or amendment of a city or county's general plan or specific plans, the city or county shall consult with California Native American tribes that are on the contact list maintained by the Native American Heritage Commission (NAHC). The intent of this law is to preserve or mitigate impacts on Native American places, features, and objects, as defined in Public Resources Code Sections 5097.9 and

5097.993, which are located within the city or county's jurisdiction. The law also states that the city or county shall protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects identified by Native American consultation. Government Code Sections 65362.3 to 65362.5 apply to all general and specific plans adopted and/or amended after March 1, 2005. Natural Investigations requested from the NAHC the contact list for Native American tribes in the project region for SB 18 consultation. The City then sent letters on February 17, 2017, to all tribes on the list provided by the NAHC describing the project and inviting consultation pursuant to SB 18 and no requests for consultation were received.

### 3.5.2 Discussion

#### a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

**Less than significant with mitigation incorporated.** No historic-era archaeological sites or historic-era built environment resources were identified during the survey of the project site (Natural Investigations Company 2017). However, it is possible that previously unknown historical resources could be discovered during grading and excavation work associated with construction of the project. Inadvertent discovery or damage to historical resources would be a significant impact. Implementation of the following mitigation would reduce this impact to a less-than-significant level.

#### **Mitigation Measure CUL-1: Inadvertent discovery of historical and archaeological resources.**

While it is unlikely that any resources of historical or archaeological significance would be found on the site, before commencement of construction (site clearance, grading), construction crews shall be trained in the recognition of historical and archaeological resources that could potentially occur. In the unlikely event that buried cultural deposits (e.g., prehistoric stone tools, grinding stones, historic glass, bottles, foundations, cellars, privy pits) are encountered during project implementation, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

#### Significance after Mitigation

Implementation of Mitigation Measure CUL-1 would ensure that the project would not result in adverse change to historical or archaeological resources, by requiring cessation of work and implementation of proper data recovery and/or preservation procedures upon discovery of previously unknown resources. Therefore, this impact would be reduced to a less-than-significant level.

#### b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

**Less than significant with mitigation incorporated.** No prehistoric archaeological sites or ethnographic sites, were identified during the survey of the project site (Natural Investigations Company 2017). However, it is possible that buried or concealed archaeological resources could be present that may be detected during ground-disturbing and other construction activities. Inadvertent discovery or damage of archaeological resources would be a significant impact. Implementation of the Mitigation Measure CUL-1 would reduce this impact to a less-than-significant level.

**Mitigation Measure CUL-1: Inadvertent discovery of historical and archaeological resources (see above).****Significance after Mitigation**

Implementation of Mitigation Measure CUL-1 would ensure that the project would not result in adverse change to archeological resources, by requiring cessation of work and implementation of proper recovery and/or preservation procedures upon discovery of previously unknown resources. Therefore, this impact would be reduced to a less-than-significant level.

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less than significant.** The project site is underlain by the Laguna Formation (5–2.6 million years old), Mehrten Formation (12–3 million years old), and dredge tailings. The Laguna Formation is considered to have a low potential for paleontological resources because this rock unit has been found to be generally devoid of significant vertebrate fossils and no previously recorded fossil sites from this formation are known from either the project site or surrounding vicinity, and dredge tailings are considered to have a low potential for paleontological resources because they are highly disturbed (Natural Investigations Company 2017). Although the Mehrten Formation is considered to have a high sensitivity for paleontological resources, there is only a narrow remnant outcrop in the project area. In addition, the Mehrten Formation outcrop, which once extended south to Willow Creek, has been cut back, graded, terraced, and leveled to accommodate the construction and operation of the concrete batch plant. No fossils were observed along the exposed face of the remnant outcrop. Further, discrete ash layers, which would be most favorable to fossil preservation, were not present. Therefore, the potential for discovery of paleontological resources within the project site is low. This impact would be less than significant.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than significant with mitigation incorporated.** Based on the research described above, no evidence suggests that any prehistoric or historic-era marked or un-marked human interments are present within or in the immediate vicinity of the project site (Natural Investigations Company 2017). However, there is the potential for unmarked, previously unknown Native American or other graves to be present and be uncovered during construction activities. California law recognizes the need to protect historic-era and Native American human burials, skeletal remains, and grave-associated items from vandalism and inadvertent destruction and any substantial change to or destruction of these resources would be a significant impact. Implementation of the following mitigation would reduce this impact to a less-than-significant level.

**Mitigation Measure CUL-2: Inadvertent discovery of human remains.**

In accordance with the California Health and Safety Code (CHSC), Section 7050.5, and the Public Resources Code (PRC) 5097.98, regarding the discovery of human remains, if any such finds are encountered during project construction, all work within the vicinity of the find shall cease immediately, a 50-foot-wide buffer surrounding the discovery shall be established, and the City shall be immediately notified. The County coroner shall be contacted immediately to examine and evaluate the find. If the coroner determines that the remains are not recent and are of Native American descent, the applicant shall contact the Native American Heritage Commission in accordance with CHSC Section 7050.5, and PRC 5097.98. All construction personnel shall be instructed that any human remains encountered should always be treated with sensitivity and respect, and their discovery and location kept confidential. Construction personnel shall be briefed before construction activities regarding procedures to follow in the event buried human remains are encountered.

**Significance after Mitigation**

Implementation of Mitigation Measure CUL-2 would ensure that proper procedures would be followed in the event of the discovery of previously unknown human remains. Therefore, this impact would be reduced to a less-than-significant level.

### 3.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Geology and Soils. Would the project:</b>				
a) Expose people or structures to 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.6.1 Environmental Setting

Setting information and impact conclusions are derived from the *Preliminary Geotechnical Investigation for 535 Levy Road* (Langan Engineering and Environmental Services, Inc. 2016), and the *Cultural and Paleontological Resources Inventory for the Prospect Ridge Subdivision Project, City of Folsom, Sacramento County, California* (Natural Investigations Company 2017).

The project site is situated within the northern portion of the Great Valley geomorphic province, which is commonly known as the California Central Valley. The Great Valley is an alluvial plain that is about 50 miles wide and 400 miles long that is situated between the Coasts Ranges and Sierra Nevada Mountains. The project site is generally underlain by fill, dredge tailings, and/or the Laguna Formation, which is underlain by shale bedrock. The fill and underlying dredge tailings and/or Laguna Formation are composed of very stiff to hard clay with sand, and abundant gravel and cobbles; and dense to very dense sand with clay, and abundant gravel and cobbles (Langan Engineering and Environmental Services, Inc. 2016).

The only “active” fault in the Sacramento area is the Dunnigan Hills fault, located northwest of Woodland, which is more than 40 miles from the project site (Exhibit 3.6-1). Inactive faults have been mapped approximately 5 miles east and northeast of the site (Jennings 1994). These faults are associated with the Foothills Fault System and are not considered active. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site (Langan Engineering and Environmental Services, Inc. 2016). The Seismic Hazards Mapping Act (SHMA) of 1990 (PRC Chapter 7.8, Section 2690-2699.6) directs the Department of Conservation (DOC), California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The project site is not located within a seismic hazard zone pursuant to the SHMA (DOC 2016).

According to the Preliminary Geotechnical Report, fill and underlying dredge tailings/Laguna Formation have a low to moderate shrink/swell potential, and that the granular soil at the site is sufficiently dense to resist soil liquefaction, lateral spreading, and cyclic densification. Therefore, the potential for these seismic hazards at the site is very low (Langan Engineering and Environmental Services, Inc. 2016).

The existing topography is relatively steep, including near-vertical slopes descending toward Willow Creek on the south side of the property (Natural Investigations Company 2017).

Soils on the site have a low to moderate runoff potential (National Resources Conservation Service [NRCS] 2013). The infiltration rate of the near surface soil is expected to vary over short distances; however, finer grained soil (clays) present throughout much of the site have relatively low infiltration rates. Testing conducted for the Preliminary Geotechnical Report concluded the near surface soil is moderately expansive (Langan Engineering and Environmental Services, Inc. 2016).

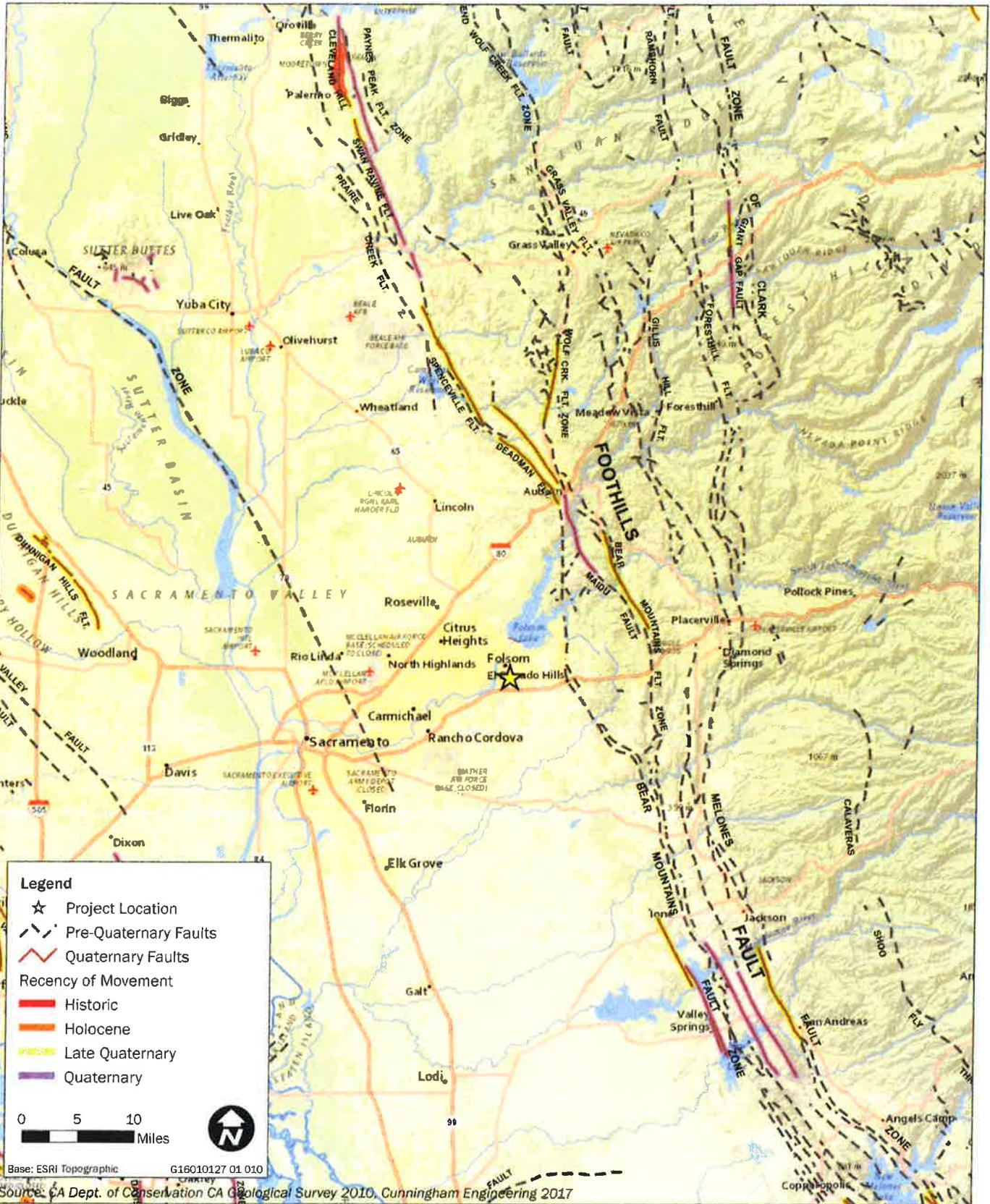
### 3.6.2 Discussion

- a) **Expose people or structures to 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.)**

**Less than significant.** No active or potentially active faults are known to underlie the site, and the site is not located in an Alquist-Priolo Earthquake Fault Zone (Langan Engineering and Environmental Services, Inc. 2016). No surface evidence of faulting was observed on the site during the geotechnical field exploration. Therefore, this impact would be less than significant.

- ii) **Strong seismic ground shaking?**

**Less than significant.** The project site is located within an area of low to moderate seismic activity; however, design of the structures in conformance with the latest edition of the California Building Code (CBC) (Title 24 of the California Code of Regulations, Chapter 16), would be sufficient to prevent significant damage from ground shaking during seismic events resulting from movement on any of the faults or fault systems known to exist at the time of the preparation of the Preliminary Geotechnical Report (Langan Engineering and Environmental Services, Inc. 2016). This impact would be less than significant.



**Exhibit 3.6-1**

**Geological Fault Lines Map**



**iii) Seismic-related ground failure, including liquefaction?**

**Less than significant.** As discussed above, the Preliminary Geotechnical Report concluded that the granular soil at the site is sufficiently dense to resist soil liquefaction, lateral spreading, and cyclic densification, and the potential for these seismic hazards to occur at the site is very low (Langan Engineering and Environmental Services, Inc. 2016). Therefore, this impact would be less than significant.

**iv) Landslides?**

**Less than significant.** The existing topography is relatively steep, including near-vertical slopes descending toward Willow Creek on the south side of the property (Natural Investigations Company 2017). However, the project would include grading of steep slopes to create level pads for the proposed residences in conformance with current California Building Code (CBC) standards which address grading on slopes. Steep slopes would either be stabilized through grading or use of retaining walls. In addition, the project site is not located within a seismic hazard zone pursuant to the SHMA; therefore, risks associated with seismically induced landslides would be low. Overall potential for landslides is also considered low. This impact would be less than significant.

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

**Less than significant.** Soils on the site have a low to moderate runoff potential (NRCS2013); however, vegetation removal, grading, and other soil disturbance during construction would expose soils to increased erosion potential from wind and stormwater runoff. Upon completion of the construction phase landscaping, and impervious surfaces would cover soils, decreasing the potential for erosion.

Existing measures are in place for new construction projects that require the applicant to prevent or control erosion on construction sites. The City has established requirements for controlling pollution from construction and post-construction development activities, including pollution that occurs as a result of erosion that can contribute excess sediments to the storm drainage system and local creeks. The project, which involves earth moving (e.g., grading, excavation), would be required as a standard condition to obtain a grading permit and comply with the provisions City's Grading Ordinance (Folsom Municipal Code 14.29). An erosion and sediment control plan is required as part of the Improvement Plans. The City currently uses erosion and sediment control specifications and standards.

In addition to complying with the City's requirements, construction projects disturbing one acre or more need to obtain coverage under the State Water Resources Control Board's General Construction Stormwater Permit. The general construction permit requires preparation of a detailed stormwater pollution prevention plan (SWPPP) for the construction site that includes measures to prevent and control erosion. The general construction permit also requires the developer to conduct regular inspections of their best management practices (BMPs) before, during, and after storm events.

Compliance with City requirements for controlling construction-related pollution and preparation and implementation of a SWPPP and associated BMPs would ensure that project-related erosion impacts would be less than significant.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**Less than significant with mitigation incorporated.** According to the Preliminary Geotechnical Report, the granular soil at the site is sufficiently dense to resist soil liquefaction, lateral spreading, and cyclic densification. Therefore, the potential for these seismic hazards at the site is very low. However, the Preliminary Geotechnical Report notes that recommendations regarding how to design appropriately for a subsurface void (approximately 3 feet deep, 42 feet below the ground surface) identified in one of the test boring sites still needs to be finalized and confirmed for the project design. This boring site was located in the central northern portion of the site. Further the Preliminary Geotechnical Report notes that if granular material is exposed on slope faces, the material is susceptible to shallow surficial instabilities such as

sloughing or slumping. Preliminary recommendations regarding preparation of soils include maintaining slopes no steeper than 2:1 and performing routine maintenance. The Geotechnical Report notes that if unstable, wet, weak or soft subgrade is encountered during grading, it should be repaired through moisture-conditioning and compaction, lime or cement admixture for drying wet subgrade, or overexcavation and filling. Although these preliminary recommendations would help to mitigate the potential for unstable soils on-site, design-level geotechnical recommendations are required. Pending completion of the design level geotechnical recommendations, this would be a significant impact. However, with implementation of GEO-1, this impact would be reduced to a less-than-significant level.

**Mitigation Measure GEO-1: Complete design level geotechnical investigation before final design.**

Before final design and the commencement of construction, design-level geotechnical recommendations shall be prepared and submitted to the City for review. Those recommendations shall present geotechnical engineering conclusions and specific recommendations for site preparation, foundation design, floor support, sound-wall foundations, site drainage, addressing expansive soils, and pavement design to achieve compliance with the CBC, which would reduce risk associated with lateral spreading, subsidence, liquefaction, or collapse.

**Significance after Mitigation**

Implementation of Mitigation Measure GEO-1 would ensure that the project design would address geologic conditions on the site. Therefore, this impact would be reduced to a less-than-significant level.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?**

**Less than significant with mitigation incorporated.** The Preliminary Geotechnical Report investigated the potential for soil expansion. The report noted that the existing near-surface soil generally consists of hard clay with sand and abundant gravel and cobbles, and dense to very dense clayey sand, and sand with abundant gravel and cobbles, and concluded that the near surface soil is considered to be moderately expansive. The Preliminary Geotechnical Report recommends moisture conditioning of the expansive soil, providing select, non-expansive fill below interior and exterior slabs, and designing foundations for potential soil movements. However, design-level geotechnical recommendations are required. Pending completion of the design-level geotechnical recommendations, this would be a potentially significant impact. Implementation of the following mitigation would reduce this impact to a less-than-significant level.

**Mitigation Measure GEO-1: Complete design-level geotechnical investigation before final design (see above).**

**Significance after Mitigation**

Implementation of Mitigation Measure GEO-1, compliance with the latest edition of the CBC, and review by the City Engineering Department would ensure that the project design would address geologic conditions on the site. Therefore, this impact would be reduced to a less-than-significant level.

**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?**

**Less than significant.** There is an existing septic system on-site. However, this system would be sealed or removed, and the project would be connected to the City's wastewater collection system and treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) (see 3.17, Utilities and Service Systems). No new septic tanks or alternative waste disposal systems are proposed. Therefore, this impact would be less than significant.



### 3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. Greenhouse Gas Emissions. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.7.1 Environmental Setting

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. It is “extremely likely” that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (IPCC 2014:3, 5). By adoption of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 97, the State of California has acknowledged that the effects of GHG emissions cause adverse environmental impacts. AB 32 mandates that emissions of GHGs must be capped at 1990 levels by the year 2020 (California Air Resources Board 2007).

On January 20, 2017, ARB released its proposed 2017 Climate Change Scoping Plan Update (proposed 2017 Scoping Plan Update), which lays out the framework for achieving the 2030 reductions as established in EO B-30-15 and SB 32 and AB 197 (discussed below). The proposed 2017 Scoping Plan Update identifies the GHG reductions needed by emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030. It also identifies how GHGs associated with projects could be evaluated under CEQA. Specifically, it states that achieving “no net increase” in GHG emissions is the correct overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. ARB also recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions and that this may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change. At the time of writing this environmental checklist, ARB has not yet approved its proposed 2017 Scoping Plan Update.

In August 2016, Governor Brown signed SB 32 and AB 197, which 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 ARB to achieve a statewide GHG emission reduction of at least 40 percent below the AB 32 goal of 1990 levels by 2020 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 continuing 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.

SB 32 is contingent upon AB 197, which grants the State Legislature stronger oversight over ARB's implementation of its GHG reduction programs. AB 197 amended the existing Health and Safety Code sections and establish new statutory directions, including the following provisions. Section 9147.10 establishes a six-member Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature. ARB is required to appear before this committee annually to present information on GHG emissions, criteria pollutants, and toxic air contaminants from sectors covered by the Scoping Plan. Section 38562.5 requires that ARB consider social cost when adopting rules and regulations to achieve emissions reductions, and prioritize reductions at large stationary sources and from mobile sources. Section 38562.7 requires that each Scoping Plan update identify the range of projected GHG and air pollution reductions and the cost-effectiveness of each emissions reduction measure.

GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Although the emissions of one single project would not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

The Governor's Office of Planning and Research (OPR) guidance does not include a quantitative threshold of significance to use for assessing a project's GHG emissions under CEQA. Moreover, the California Air Resources Board (ARB) has not established such a threshold or recommended a method for setting a threshold for project-level analysis. In the absence of a consistent statewide threshold, a threshold of significance for analyzing a project's GHG emissions was developed. The issue of setting a GHG threshold is complex and dynamic, especially in light of the California Supreme Court decision in *Center for Biological Diversity v. California Department of Fish and Wildlife* (referred to as the Newhall Ranch decision hereafter). The California Supreme Court ruling also highlighted the need for the threshold to be tailored to the specific project type, its location, and the surrounding setting. Therefore, the threshold used to analyze the project is specific to the analysis herein and the City of Folsom retains the ability to develop and/or use different thresholds of significance for other projects in its capacity as lead agency, and recognizing the need for the individual threshold to be tailored and specific to individual projects.

It is recommended that mass emission thresholds of significance developed by Sacramento Metropolitan Air Quality Management District (SMAQMD) and other air districts in the Sacramento region be used for evaluating construction- and operation-related GHG emissions. These thresholds are available in the SMAQMD CEQA Guide, last updated December 2016 (SMAQMD 2016). A two-tiered approach is recommended for assessing a project's operational emissions. The two-tiered framework is recommended by all air districts in the Sacramento region and is retained in this analysis. The second tier is replaced with a more appropriate threshold based on issues raised in the Newhall Ranch decision.

The first tier consists of comparing a project's annual operational emissions to SMAQMD's recommended mass emissions threshold. The first tier gives lead agencies the ability to assess smaller projects and conclude that each development proposal would not necessarily make a considerable contribution to the cumulative impact of climate change.

The second tier consists of evaluating a project's consistency with California's GHG reduction targets.

Based on the discussion above, the following thresholds are applied to this analysis:

- ▲ For the evaluation of operational emissions, a two-tiered approach is used:
  - (Tier I) Operational emissions of a project would not have a significant impact on the environment if they are less than 1,100 MT CO<sub>2</sub>e/year, and
  - (Tier II) Projects that would become fully operational on or before 2020 with operational emissions that exceed 1,100 MT CO<sub>2</sub>e/year, but are able to demonstrate consistency with a GHG efficiency metric of 4.9 metric tons of carbon dioxide equivalents per service population per year (MT

CO<sub>2</sub>e/SP/year) by 2020, would not conflict with AB 32 and California's envisioned post-2020 GHG reduction goals.

For the evaluation of this project, an impact would be significant if both Tier I and Tier II thresholds are exceeded.

### 3.7.2 Discussion

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

Short-term construction-generated and long-term operational GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1 computer program (CAPCOA 2016). Model assumptions were based on project-specific information (i.e., number and type of units, date of construction, and year of operation); and default values in CalEEMod that are based on the project's location and land use types. Construction GHG emissions were estimated using the same assumptions as outlined in Section 3.3, Air Quality.

##### Short-Term Construction-Related Greenhouse Gas Emissions

**Less than significant.** Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). A maximum of 82 trees would be removed from the project site, which would result in a loss of carbon sequestration. This loss is accounted for in Table 3.7-1. Construction of the land uses proposed under the project would occur over approximately a one and half year period. Project construction is anticipated to start in May 2017 and continue until mid-2018.

Total construction emissions for each set of unit construction and estimated amortized construction emissions are summarized in Table 3.7-1. Additional details on the modeling assumptions, inputs, and outputs are provided in Appendix A.

**Table 3.7-1 Estimated Greenhouse Gas Emissions Associated with Project Construction Activities by Construction Year**

Activity	GHG Emissions (MT CO <sub>2</sub> e/year)
Construction	452
Loss of Carbon Sequestration Amortized 40 years	51.2
SMAQMD Threshold of Significance	1,100

Notes: MT CO<sub>2</sub>e = metric tons of carbon dioxide-equivalent  
Source: Data modeled by Ascent Environmental in 2017.

As shown in Table 3.7-1, construction activities would result in maximum annual emissions of 452 MT CO<sub>2</sub>e/year. The loss of carbon sequestration would result in 51.2 MT CO<sub>2</sub>e/year when amortized over the lifetime of the project. The maximum annual emissions combined with the amortized loss of carbon sequestration, total of 503.2 MT CO<sub>2</sub>e/year would not exceed the recommended mass emission threshold for GHG emissions. Therefore, GHG emissions from project-related construction would not be cumulatively considerable. This impact would be less than significant.

##### Long-Term Operational-Related Greenhouse Gas Emissions

**Less than significant.** Operation of the project would result in GHG emissions associated with motor vehicle trips to and from the project area, the combustion of natural gas for space and water heating, the consumption of electricity, the generation of wastewater and solid waste, and equipment used for landscaping.

The project's operational GHG emissions were estimated for 2018, which is the year when the proposed land uses would become fully operational. This provides a conservative estimate of the operational GHG emissions due to the fact that operational emissions would decline over time due to fleet turnover and implementation of additional GHG-reducing regulations at the state level.

Table 3.7-2 summarizes all the direct and indirect annual GHG emissions associated with the project upon full buildout in 2018. These emissions estimates account for existing regulations pertaining to vehicle emissions, building standards, and electricity.

**Table 3.7-2 Summary of Annual Greenhouse Gas Emissions Associated with the Project at Full Buildout in 2018**

Emissions Activity	2018 (MT CO <sub>2</sub> e/year)
Vehicle Trips (Mobile Sources)	379
Electricity Consumption <sup>1</sup>	83
Natural Gas (excluding fireplaces)	45
Landscaping	1
Water Consumption and Wastewater Treatment	6
Solid Waste Generation	17
<b>Total Annual Emissions</b>	<b>531</b>
SMAQMD Threshold of Significance	1,100

Notes: See Appendix A for detail on model inputs, assumptions, and project-specific modeling parameters.

MT CO<sub>2</sub>e/year = metric tons of carbon dioxide equivalents per year; SP = service population

<sup>1</sup> Accounts for 2016 Title 24 standards not included in default CalEEMod program.

Source: Modeling performed by Ascent Environmental in 2017.

As shown in Table 3.7-2, operation of the project would result in annual emissions of 531 MT CO<sub>2</sub>e/year, which is below the recommended Tier I mass emission GHG threshold of 1,100 MT CO<sub>2</sub>e per year. Therefore, the project does not need to be analyzed for the Tier II criteria and the project's operational GHG emissions would be consistent with statewide GHG reduction goals. This impact would be less than significant.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less than significant.** As discussed in a) above, the project would demonstrate compliance with proposed thresholds for GHG emissions. The recommended thresholds were developed to show consistency with AB 32 and the Scoping Plan. Therefore, the project would not conflict with or obstruct implementation of ARB's Scoping Plan for achieving GHG reductions consistent with AB 32. This impact would be less than significant.

### 3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. Hazards and Hazardous Materials. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.8.1 Environmental Setting

The setting and impact conclusions are based on the findings of the *Phase I Environmental Site Assessment (ESA) Teichert Ready Mix Folsom Plant* (NCE 2016), and the *Preliminary Geotechnical Investigation 535 Levy Road* (Langan Engineering and Environmental Services, Inc. 2016).

## HAZARDOUS MATERIALS

The project site consists of 8.69 acres of land that was historically used for industrial operations. The project site was vacant and undeveloped until 1980. In 1980, Folsom Lake Ready Mix, Inc. purchased the property and constructed a concrete batch plant, maintenance shop, stockpile area, diesel fuel area and rain and wastewater holding facility. Operation of the batch plant started sometime in 1980 and continued until 2010 (NCE 2016).

The Phase I ESA noted that no recognized environmental conditions existed at the site; however, several potential concerns were identified that were recommended for further evaluation. These concerns included the potential for the discharge of the concrete batch plant wash water to have altered soils, the potential for historical releases solvents and fuels related use of the maintenance shop, the potential for historical leaking of hexavalent chromium and high pH associated with the rain and wastewater holding facility, the potential historical releases of petroleum hydrocarbons from existing and/or former aboveground storage tanks, and potential contamination associated with waste concrete and concrete paste found on-site (NCE 2016).

In addition, roofing materials used on the maintenance shop could contain asbestos containing materials (ACMs) because the building was constructed prior to 1984. Based on the age of the structures, there is also the potential for lead-based paint to be present (NCE 2016).

## FLOODING

The project site is not within a designated floodway and is located outside of the 0.2 percent annual probability floodplain as designated by the Federal Emergency Management Agency (FEMA) (Exhibit 3.8-1).

## WILDFIRE

The project site is located in a Local Responsibility Area and in a non-very high fire hazard severity zone (CalFire 2008).

## SCHOOLS AND AIRPORTS

The nearest airports to the project site are Mather Airport, which is located approximately 10 miles southwest of the site and the Cameron Park Airpark located approximately 10 miles east of the project site. The nearest schools to the project site are Brighton Schools Folsom Preschool, which is approximately 0.4-mile to the east, and or Sandra J. Gallardo School, which is located approximately 0.6-mile southeast of the site. This school serves kindergarten through 5<sup>th</sup> grade (Exhibit 3.8-2).

## EMERGENCY ACCESS

The City of Folsom Fire Code contains several requirements for subdivision design related to safety and emergency access including requirements for street and cul-de-sac widths and lengths, minimum fire flows available, and spacing for fire hydrants. The *Sacramento County Multi-Hazard Emergency Plan* includes a Folsom Community Element that addresses potential hazards within the city (County of Sacramento 2005). In addition, the Draft City General Plan Update includes goals and policies related to emergency access (City of Folsom 2017).

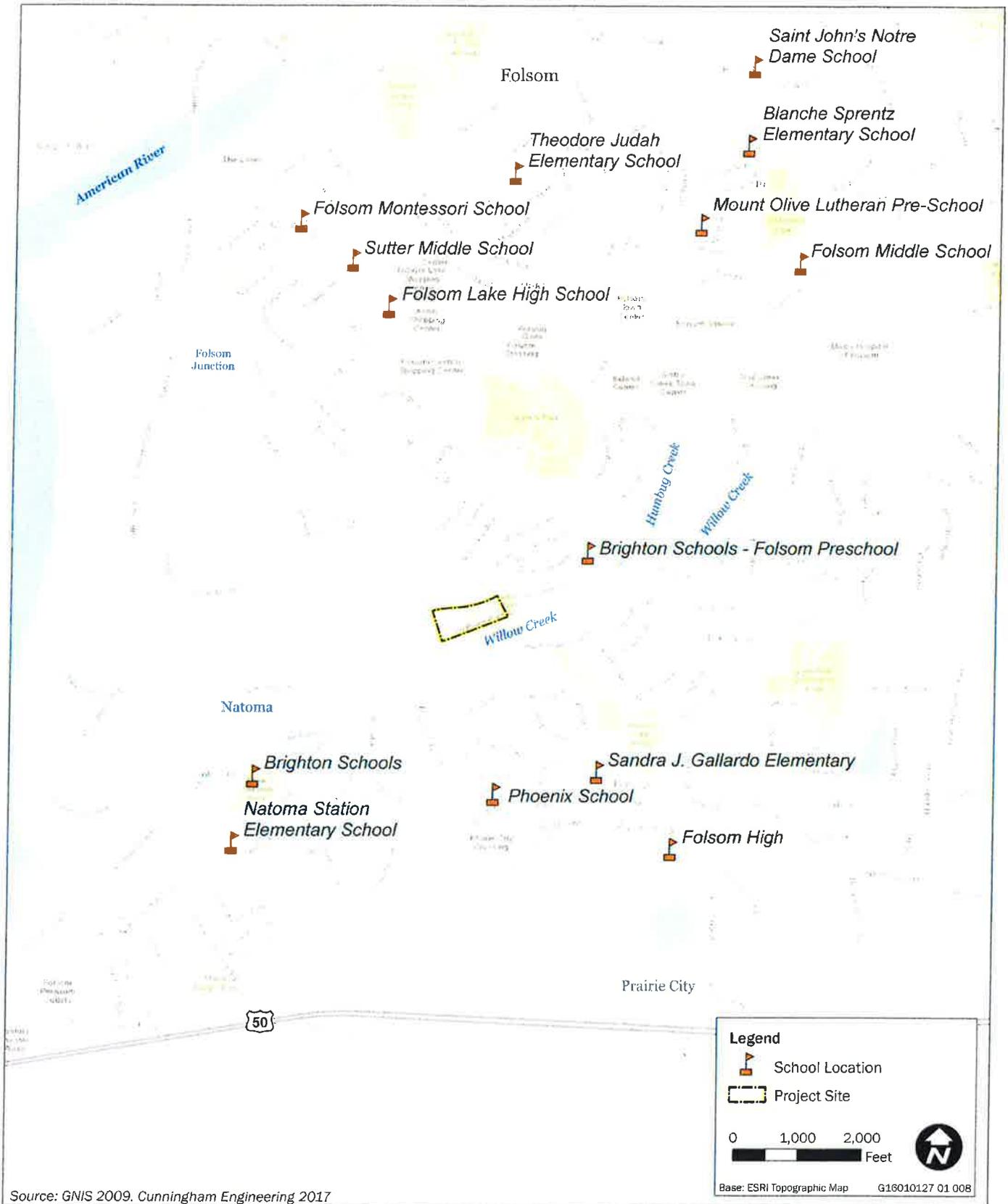


Source: FEMA 2015, Cunningham Engineering 2017

**Exhibit 3.8-1**

**Flood Zone (FEMA) Map**





**Exhibit 3.8-2**

**Surrounding Schools Map**



### 3.8.2 Discussion

a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less than significant.** Project construction may involve the routine transport, use, or disposal of hazardous materials (gasoline, diesel, lubricants); however, compliance with local, state, and federal standards regarding their disposal, removal, and/or relocation would reduce the risks associated with these actions and a substantial hazard to the public or the environment is not anticipated. This impact would be less than significant.

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?**

**Less than significant with mitigation incorporated.** The Phase I ESA prepared for the project did not identify any significant hazards on the project site. However, historic uses of the site entailed operation of a concrete batch plant and there is the potential for contamination associated with previous uses and the occurrence of ACMs and/or lead-based paint within the structures on the site. Construction on the project site, including demolition and removal of existing structures and excavation of soils, could potentially result in disturbance of previously unknown contaminants. These actions could result in the exposure of construction workers or the public at adjacent businesses and residences to hazardous materials. Therefore, this impact would be potentially significant. Implementation of the following mitigation would reduce this impact to a less-than-significant level.

#### **Mitigation Measure HAZ-1: Prepare and implement a health and safety plan.**

The project applicant shall prepare a Health and Safety Plan, which shall be reviewed and approved by the City before initiating any demolition, grading, or other earthmoving activities. This plan shall require measures that will be employed during all demolition and construction activities to protect construction workers and the public from exposure to hazardous materials. These measures could include, but would not be limited to, posting notices, limiting access to the site, air monitoring, watering, and installation of wind fences. Contractors shall be required to comply with state health and safety standards for all demolition work. If necessary, this shall include compliance with Occupational Safety and Health Administration (OSHA) and Cal/OSHA requirements regarding exposure to lead-based paint and asbestos.

In addition, the plan shall include procedures to follow if contaminated soil and/or groundwater or other hazardous materials are generated or encountered during construction. Such procedures could include, but would not be limited to, the following:

- ▲ All work shall be halted in the affected area and the type and extent of the contamination shall be determined.
- ▲ The project contractor shall notify the project applicant if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation.
- ▲ If contaminated areas are identified, the applicant shall mitigate those impacts as necessary and provide appropriate documentation that demonstrates that the site does not pose an unacceptable risk. As necessary, the applicant shall notify and seek appropriate agency approval of the contamination and remediation activities consistent with regulatory requirements.
- ▲ Remediation activities could include but would not be limited to the excavation of contaminated soil areas and hauling of contaminated soil materials to an appropriate off-site disposal facility, mixing of onsite soils, and capping (i.e., paving or sealing) of contaminated areas.

Before demolition of any structure, or removal of building materials, lead-based paint or ACMs shall be removed by a California licensed contractor who shall be monitored by an accredited State inspector in accordance with EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos worker construction standards. The lead-based paint or ACMs shall be disposed of properly at an appropriate off-site disposal facility.

**Significance after Mitigation**

Implementation of Mitigation Measure HAZ-1 would ensure that the project would not create hazards to people or the environment by requiring remediation upon discovery of unknown contaminants on the site. Therefore, this impact would be reduced to a less-than-significant level.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less than significant.** Brighton Schools Folsom Preschool and Sandra J. Gallardo School are the nearest schools and are located 0.4-mile and 0.6-mile from the project site, respectively. Therefore, no schools are within 0.25-mile of the site. As noted above under a), construction on the site may involve the routine transport, use, or disposal of hazardous materials such as gasoline, diesel, and lubricants; however, compliance with local, state, and federal standards regarding their disposal, removal, and/or relocation would reduce the risks associated with these actions and a substantial hazard to the public or the environment is not anticipated.

As noted above under b), no significant hazards were identified onsite; however, there is the potential for construction to result in disturbance of previously unknown contaminants. Implementation of Mitigation Measure HAZ-1 would ensure that any contaminants encountered during construction are properly remediated. Therefore, the project would not emit hazardous emissions or expose any nearby schools to hazardous materials. This impact would be less than significant.

**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?**

**Less than significant.** The Phase I ESA prepared for the site included a search of the regulatory agency databases. Results of the search indicates that the site was listed in the RCRA small quantity generator database; however, the database noted that the site has been closed and no violations have been reported (NCE 2016). This impact would be less than significant.

**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 for people residing or working in the project area?**

**No impact.** The nearest airports are Mather Airport, located approximately 10 miles southwest of the project site and the Cameron Park Airpark located approximately 10 miles east of the project site. Therefore, the project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport. No impact would occur.

**f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No impact.** The project site is not located within the vicinity of a private airstrip. No impact would occur.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less than significant.** The project would not make physical alterations to existing travel routes or access or entry to existing development in the project vicinity. The project would not interfere with adopted

emergency response plans or emergency evacuation plans. The project would involve the development of residential land uses near similar residential uses, and would be consistent with goals and policies in the City General Plan related to emergency access. In addition, emergency access requirements from the City of Folsom Fire Code would be incorporated into the design of the project. Therefore, this impact would be less than significant.

**h) 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?**

**Less than significant.** The project is not located in a moderate or high fire hazard zone (Calfire 2008). In addition, there are no wildlands on or adjacent to the site; therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant.

### 3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. Hydrology and Water Quality. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or offsite erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.9.1 Environmental Setting

The setting and impact conclusions are based on the findings of the *Phase I Environmental Site Assessment (ESA) Teichert Ready Mix Folsom Plant* (NCE 2016), and *Preliminary Geotechnical Investigation 535 Levy Road* (Lagan Engineering and Environmental Services, Inc. 2016).

A concrete batch plant was operated at the project site until 2010, and the only water feature onsite is a concrete wastewater holding facility that does not percolate to the groundwater. There are no natural surface water features onsite including wetlands. The closest natural water feature is Willow Creek located immediately south of the project site (NCE 2016), which is a tributary to the Lower American River.

Stormwater runoff from the project site flows to the south toward the rain and wastewater holding facility and offsite towards the abandoned railroad right-of-way and Willow Creek. The wastewater holding facility was constructed to collect water from the truck wash area during operation of the batch plant, and is located in the southern portion of the site (NCE 2016).

The site is within the Sacramento River Hydrologic Basin and South American Subbasin as defined by the NRCS (1978) (Lagan Engineering and Environmental Services, Inc. 2016). The South American Subbasin is approximately 388 square miles (City of Folsom 2014). The site is underlain by the Mehrten Formation, which crops out in a discontinuous band along the eastern margin of the hydrologic basin. It is composed of intervals of "black sands," stream gravels, silt, and clay interbedded with intervals of dense tuff breccia. The sand and gravel intervals are highly permeable (NCE 2016). Groundwater was encountered at depths of 7 and 25 feet below the existing ground surface. Groundwater levels are expected to fluctuate within a few feet seasonally depending upon rainfall and water levels in Willow Creek (Lagan Engineering and Environmental Services, Inc. 2016).

The project site is not within a designated floodway and is located outside of the 0.2 percent annual probability floodplain as designated by the Federal Emergency Management Agency (FEMA) (see Exhibit 3.8-1 in Section 3.8, Hazards and Hazardous Materials).

### 3.9.2 Discussion

#### a) Violate any water quality standards or waste discharge requirements?

**Less than significant.** Vegetation removal, grading, and other soil disturbance during construction would expose soils to increased erosion potential and potentially result in adverse impacts on water quality downstream of the site. Construction activities could also result in the accidental release of other pollutants that could enter surface waters, including oil and grease, petroleum hydrocarbons, chemical substances used during construction, waste concrete, and wash water.

The City has been issued a Stormwater Permit by the State which requires that the City conduct a broad range of activities to prevent urban runoff pollution. The City's Stormwater Ordinance (Folsom Municipal Code 8.70) was established to protect the quality of water in the storm drain system. It is illegal to discharge many kinds of pollutants into the local storm drains, detention basins, creeks and rivers. Therefore, measures are in place for new construction projects that require the developer to prevent or control erosion on construction sites. The City has established requirements for controlling pollution from construction and post-construction development activities, including pollution that occurs as a result of erosion that can contribute excess sediments to the storm drainage system and local creeks. Most construction projects which involve grading, excavation are required to obtain a grading permit and comply with the provisions of the City's Grading Ordinance (Folsom Municipal Code 14.29). An erosion and sediment control plan is required as part of the Improvement Plans. The City currently uses erosion and sediment control specifications and standards.

In addition to complying with the City's requirements, construction projects in Folsom disturbing one acre or more must obtain coverage under the State Water Resources Control Board's General Construction Stormwater Permit. The general construction permit requires preparation of a detailed SWPPP for the construction site that includes measures to prevent and control erosion. The general construction permit also requires the developer to conduct regular inspections of their BMPs before, after, and during storm events.

The City employs a full-time Stormwater Inspector to inspect construction projects for compliance with the City's stormwater regulations, conduct enforcement as necessary, and respond to incidents involving illegal discharges to the City' storm drain system or local creeks and rivers.

Upon completion of the construction phase, landscaping and impervious surfaces would cover soils, decreasing the potential for erosion.

Compliance with City requirements for controlling construction-related pollution and preparation and implementation of a SWPPP and associated BMPs would ensure that project-related effects to water quality would be less than significant.

**b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

**Less than significant.** The project would be served by the City of Folsom municipal water supply and would not include construction of or use of any groundwater wells. The City obtains all of its potable water supply from Folsom Reservoir. No groundwater is used for municipal services.

Groundwater recharge occurs primarily through percolation of surface waters through the soil and into the groundwater basin. The addition of significant areas of impervious surfaces (e.g., roads, parking lots, buildings) can interfere with this natural groundwater recharge process. Upon full project buildout, most of the project site would be covered with impervious surfaces, which would limit the potential for groundwater percolation to occur on the project site. However, large portions of the project site are currently covered with impervious surfaces, and given the relatively large size of the groundwater basin in the Folsom area, the areas of impervious surfaces added as a result of project implementation would not substantially affect the recharge capabilities of the local groundwater basin. The project would result in a less-than-significant impact related to depletion of groundwater supplies and interference with groundwater recharge.

**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 result in substantial on- or offsite erosion or siltation?**

**Less than significant with mitigation incorporated.** Although there are existing impervious surfaces on-site, the amount of impervious surfaces would increase slightly with development of the project. This increase in impervious area typically results in a corresponding increase in the volume, velocity, and peak flow rate of runoff discharged from the site. Such artificially created changes to runoff characteristics are known as hydromodification and can result in accelerated erosion or sediment deposition within downstream natural channels. Drainage for the project would be conveyed to the southwest corner of the project site, and the Tentative Map application for the project includes a bioretention area to capture this stormwater, which is intended to lessen peak rates to those more similar to natural conditions, and with appropriate design procedures can ensure that they successfully mitigate impacts.

However, this design is preliminary, and final design of the on-site stormwater features is not currently available. Without final design plans for the on-site detention facilities, it is possible that the project could result in adverse changes to on-site hydrology potentially resulting in downstream erosion. This would be a potentially significant impact. However, with implementation of HYDRO-1, this impact would be reduced to a less-than-significant level.

**Mitigation Measure HYDRO-1: Provide final design of stormwater facilities.**

The project applicant shall coordinate with the City to prepare the final design requirements for the stormwater facilities to ensure that:

- ▲ The project shall not create adverse conditions along the Willow Creek with regards to floodplain storage, channel erosion, or floodwater discharge characteristics at the project boundaries or areas upstream and downstream of the project site;
- ▲ The project's stormwater facilities shall provide adequate stormwater storage and peak flow attenuation with regards to stormwater quality provisions, hydromodification management, and flood control; and
- ▲ The project shall provide surface roadway improvements, storm drain improvements, detention basins, and emergency overflow provisions meeting the minimum requirements of the City of Folsom.

#### **Significance after Mitigation**

Implementation of Mitigation Measure HYDRO-1 would ensure that the project would not result in on-site or offsite soil erosion by providing proper design of stormwater facilities based on final project plans in accordance with the Stormwater Quality Design Manual for Sacramento and South Placer Regions. Therefore, this impact would be reduced to a less-than-significant level.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding?**

**Less than significant with mitigation incorporated.** Refer to discussion and mitigation measure provided under (c) above.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less than significant with mitigation incorporated.** Refer to discussions and mitigation measure provided under (a) and (c) above.

- f) Otherwise substantially degrade water quality?**

**Less than significant.** Refer to discussion under (a) above.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No impact.** Although the project would include construction of new housing, the project site is not located within the 100-year flood zone. Therefore, project implementation would not place housing in a 100-year flood hazard area that would redirect flood flows. No impact would occur.

- h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

**No impact.** Refer to discussion under (g) above.

- i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less than significant.** The project site is located 3 miles south and downslope of Folsom Reservoir. Folsom Dam is approximately 3.1 miles north of the site and is the closest dam structure to the project site. The Folsom Dam Safety and Flood Damage Reduction Project (DS/FDR) includes projects that improve dam safety, and provide for flood damage reduction downstream of Folsom Dam. Because of the implementation of the DS/FDR project, the risk of the project site flooding as a result of dam failure would be minimized. This would be a less-than-significant impact.

**j) Result in inundation by seiche, tsunami, or mudflow?**

**Less than significant.** The project site is not located near any significant bodies of water that could be subject to a tsunami. Folsom Reservoir could be subject to a seiche; however, the reservoir is more than 3 miles from the site. Additionally, the project site would be graded to remove steep slopes that would have the potential for causing mudflows on-site. Therefore, the project would not be subject to seiche, tsunami, or mudflow. This impact would be less than significant.

### 3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. Land Use and Planning. Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.10.1 Environmental Setting

The pattern of land use and circulation in the city is dominated by waterways and protected open space. The American River canyon and Lake Folsom are the most dominant physical elements of the city that affect circulation and connectivity. Newer portions of the city, particularly in the east, are defined by the creekways that dominate the terrain, preventing gridded development with multiple connections but creating an interlinked open space and trail system. Residential neighborhoods in the vicinity of the project site are largely delineated by arterial roads and greenbelts, and generally disconnected from one another because of the system of creeks and protected open space areas. However, there is a Class II bike route on Levy Road adjacent to the project site and Class 1 bike and pedestrian trails follow the open space corridors along Humbug-Willow Creek, providing connection between neighborhoods in the area.

#### 3.10.2 Discussion

**a) Physically divide an established community?**

**No impact.** The project site is surrounded by existing development, parks, and open space. The project would be an infill development within the established community, and would not affect access or divide the community. No impact would occur.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less than Significant Impact.** The project would result in rezoning and redesignating the site for residential uses. As this is part of the project, the designation of this area as residential would ensure that the land use is consistent with the General Plan designation. This project complies with policies in the General Plan and places new residential development close to parks and open space (Policy 1.3), protects residential development from through traffic (Policy 1.5), follows the tree preservation ordinance (Policy 23.1, also see Section 3.4, Biological Resources) which requires replacement trees (Policy 23.2), addresses safety issues (Goal 29 and Goal 41, also see Section 3.8, Hazards and Hazardous Materials), addresses potential noise issues (Goal 30, also see Section 3.12, Noise), addresses air quality (Goal 31, also see Section 3.3, Air Quality), fulfills parkland requirements (Policy 35.12, also see Section 3.15, Recreation), and plans for an

appropriate level of urban services (Goal 40, see also Section 3.14, Public Services and Section 3.18, Utilities and Service Systems). In addition, the project is consistent with Policy 1.9 which requires that the project be subject to and consistent with the pertinent streambed development and management plan. In this case, the project is subject to and consistent with the Humbug-Willow Creek Design Guidelines which ensures that the development is compatible with the adjacent open space area along the creek. As described throughout this document, this project is consistent with General Plan policies and, with the redesignation of the site, would be consistent with the General Plan designation for the site. Therefore, this is a less-than-significant impact.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No impact.** No habitat conservation plan or natural community conservation plan is applicable to the project site. No impact would occur.

### 3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. Mineral Resources. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.11.1 Environmental Setting

Mineral resources, including gold, have been mined in the Folsom area in the past. The area is home to remnants of historic mining operations including, placer mining grounds, shafts, tailings, mining camps, and mining ditches. The project site does not contain any mining features, and no mining operations are present on the site or near the site.

The California Department of Mines and Geology, California Geological Survey of Aggregate Sustainability in California (CGS 2012) shows the location of aggregate production areas in California. The project site is not identified as an aggregate production area on this map.

#### 3.11.2 Discussion

- 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?**

**No impact.** The project site is not located within an area of known mineral resources. Therefore, development of the project would have no effect on the availability of known mineral resources that would be of value to the region and the residents of the state, and no impact would occur.

- b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

**No impact.** The project site is not designated as a locally important mineral recovery site. No impact would occur.

### 3.12 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. Noise. Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.12.1 Environmental Setting

Existing nearby noise-sensitive receptors include the single-family dwelling units northwest of the project site, across Levy Road, and the residential neighborhood northeast of the project site on either side of Levy Road. These residences are considered to be noise-sensitive because they are land use types where noise exposure could result in annoyance or health-related risks to individuals, as well as places where a quiet setting is an essential element for their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Residential land uses are also considered to be sensitive to noticeable levels of ground vibration.

Existing noise- and vibration-sensitive land uses in the project vicinity primarily include site residences as close as 75 feet to the north and west of the project site.

The existing noise environment in the project area is primarily influenced by vehicles traveling on Levy Road, which runs adjacent to the north side of the project site. Other sources of noise in the project area include vehicles travelling on Sibley Street, which is about 475 feet west of the project site, and to a lesser extent activity at the Gold Country Self Storage and Prairie City RV Center site, located north of the project site across Levy Road.

Various private and public agencies have established noise guidelines and standards to protect citizens from potential hearing damage and other adverse physiological and social effects from noise exposure. Applicable polices and regulations are contained in section Chapter 8.42-Noise Control of the *City of Folsom Municipal Code*, *City of Folsom Standard Construction Specifications*, and the Noise Element of the *City of Folsom General Plan*, described below.

## CITY OF FOLSOM MUNICIPAL CODE

### 8.42.040 Exterior noise standards.

- A. It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any affected single- or multiple-family residence, school, church, hospital or public library situated in either the incorporated or unincorporated area to exceed the noise level standards as set forth in the following table:

**Table 3.12-1 Exterior Noise Level Standards, dB**

Noise Level Category	Cumulative Number of Minutes in any 1-hour time period	dB Daytime (7 a.m. to 10 p.m.)	dB Nighttime (10 p.m. to 7 a.m.)
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

- B. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.
- C. Each of the noise level standards specified above shall be reduced by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring noises.
- D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be the noise level standards as specified above.

### 8.42.050 Interior noise standards.

- A. It is unlawful for any person, at any location within the city, to operate or cause to be operated within a dwelling unit, any source of sound, or to allow the creation of any noise which causes the noise level when measured inside a receiving dwelling unit situated in the area either within the city or adjacent to the city to exceed the noise level standards as set forth in the following table:

**Table 3.12-2 Interior Noise Level Standards, dB**

Noise Level Category	Cumulative Number of Minutes in any 1-hour time period	dB Daytime (7 a.m. to 10 p.m.)	dB Nighttime (10 p.m. to 7 a.m.)
1	5	45	35
2	1	50	40
3	0	55	45

- B. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.
- C. Each of the noise level standards specified above shall be reduced by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.
- D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be the noise level standards as specified above.

#### **8.42.060 Noise source exemptions.**

The following activities applicable to the project shall be exempt from the provisions of this chapter:

- C. Noise sources associated with construction, provided such activities do not take place before 7 a.m. or after 6 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday;
- D. Noise sources associated with the maintenance of residential property provided such activities take place between the hours of seven a.m. to dusk on any day except Saturday or Sunday, between the hours of 8 a.m. to dusk on Saturday or Sunday;

For stationary noise sources, noise levels generated by the project would be significant if they exceeded 50 dB  $L_{eq}$  from 7 a.m. to 10 p.m. and 45 dB  $L_{eq}$  from 10 p.m. to 7 a.m. at the residential property boundary.

### **CITY OF FOLSOM STANDARD CONSTRUCTION SPECIFICATIONS**

The City has also established Standard Construction Specifications as published in May 2004 (City of Folsom 2004), and was updated in 2015.

#### **Section 6.09. Sound Control Requirements.**

The Contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the Contract Documents.

Each internal combustion engine, used for any purpose on the project or related to the project, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the Project without said muffler.

#### **Section 7.23. Weekend, Holiday and Night Work.**

No work shall be done between the hours of 6:00 p.m. and 7:00 a.m., or on Sundays or legal holidays except with written permission of the City. Request to work between 6:00 p.m. and 7:00 a.m. or on Sundays or legal holidays must be submitted in writing to the Owner's Representative at least two working days in advance of the intended work. In case of an emergency the Contractor will be allowed to work at night or on Sundays or legal holidays, but must notify the Owner's Representative immediately. An emergency shall be considered an unforeseen event that poses a danger to the public or to the uncompleted work.

### **CITY OF FOLSOM GENERAL PLAN**

#### **Policy 30.4**

Areas within the City of Folsom shall be designated as noise impacted if exposed to existing or projected exterior noise levels exceeding 60 dB  $L_{dn}/CNEL$  or the performance standards of Table 3.12-3 of the Noise Element.

Noise created by non-transportation-related noise sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards as set forth below ~ measured at any affected residentially designated lands or land use situated in either the incorporated or unincorporated areas. New residential development shall not be allowed where the ambient noise level due to non-transportation-related noise sources will exceed the noise level standards as set forth below:

**Table 3.12-3 Noise Level Performance Standards for New Projects and Developments**

Category	Cumulative Number of Minutes in any one hour time period	Daytime 7:00 a.m. to 10:00 p.m.	Nighttime 10:00 p.m. to 7:00 a.m.
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Each of the noise level standards specified above shall be reduced by 5 dB for simple tone noises. Noises consisting primarily of speech or music, or for recurring impulse noises. Noise from single occurrences such as the passage of locomotives, heavy trucks or aircraft should also be evaluated in terms of single event noise levels.

The maximum noise level created by such an event may have the potential to result in activity interference even though the cumulative noise exposure in terms of  $L_{dn}$  is within acceptable limits. The potential for sleep disturbance is usually of primary concern in such cases. And should be evaluated on a case-by-case basis.

### Policy 30.5

New development of residential or other noise-sensitive land uses will not be permitted in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:

1. For noise due to traffic on public roadways, railroad line operations and aircraft: 60 dB  $L_{dn}$ /CNEL or less in outdoor activity areas, and interior noise levels to 45 dB  $L_{dn}$ /CNEL or less. Where it is not possible to reduce exterior noise due to these sources to 60 dB  $L_{dn}$ /CNEL or less by incorporating a practical application of the best available noise reduction technology, an exterior noise level of up to 65 dB  $L_{dn}$ /CNEL will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB  $L_{dn}$ /CNEL with the windows and doors closed.
2. For non-transportation related noise sources: achieve compliance with the performance standards contained within Table 3.12-3.
3. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a statement of overriding considerations for the project must be provided.

### 3.12.2 Discussion

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?**

Separate discussions are provided below concerning whether project-related construction activity would expose existing offsite, noise-sensitive receptors to excessive noise levels, whether traffic noise increases along local roadways due to project-generated vehicle trips would expose existing receptors to substantial noise increases, and whether the residential units proposed for the project site would be exposed to traffic noise levels that exceed applicable standards.

### Short-term Construction Noise

**Less than significant.** The project would include the construction of a single-family residential subdivision, which would include 35 single-family lots, an internal street, and a 0.90-acre of open space.

Project construction would begin as soon as June 2017 and would last between 12 and 18 months. It is anticipated that there would be a maximum of 12 workers onsite during construction. The existing portable Ready Mix plant would be removed and used at another location in preparation of construction. Construction equipment would include dozers, water trucks, excavators, backhoes, loaders, concrete trucks, transfer trucks, and scrapers, which would be in use for up to 8 hours a day between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday and 8:00 a.m. and 5:00 p.m., Saturday and Sunday. All construction equipment and truck deliveries would occur during the daytime hours. No pile driving or blasting would occur.

Construction noise levels in the vicinity of the project would fluctuate depending on the particular type, number, and duration in which various equipment would be used. The effects of construction noise largely depends on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment at nearby receptors.

Table 3.12-4 lists the noise levels generated by the types of equipment that would be used during project construction. Site preparation and grading typically generates the highest noise levels because these activities involve the use of heavy, off-road equipment operating near full power (e.g., graders, scrapers, dozers).

**Table 3.12-4 Noise Emission Levels from Construction Equipment**

Equipment Type	Typical Noise Level (dB) at 50 feet <sup>1</sup>
Backhoe	80
Dozer	85
Dump Truck	84
Excavator	85
Front End Loader	80
Scraper	85
Concrete Mixer	85
Trucks	88

Notes: dB = decibels

<sup>1</sup> Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacturer-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2006

Noise-sensitive receptors near the construction site would, at times, experience elevated noise levels from construction activities. The closest offsite receptors to project-related construction activity would be the residential land uses located approximately 75 feet northwest of the project site along Loomis Circle. These receptors would be exposed to the highest levels of construction noise when grading or trenching is taking place just across the property line; however, the existing approximately 8-foot high masonry wall located along the southern side of the sensitive receptors would reduce construction-generated noise by approximately 5 to 8 dB. Grading tends to involve the operation of scrapers and/or dozers moving about at a steady speed, while trenching can involve the operation of a backhoe/front loader in the same location for more than a few hours.

Other nearby offsite noise-sensitive receptors that would be exposed to construction-generated noise include the neighborhood of single-family homes northeast of the project site off of Levy Road. The closest of these residences is approximately 225 feet from the site boundary and would also experience 5 to 8 dB of noise protection from an existing vegetated masonry wall that runs along the north and south side of Levy Road. Construction activities could expose the nearest sensitive receptors, (i.e., residences located 75 feet away) to construction noise levels of 79 db  $L_{eq}$  and 83 db  $L_{max}$ .

Noise-generating construction activity would be temporary in nature and would be exempt from the City's noise standards because it would only occur during daytime hours (i.e., 7:00 a.m. to 6:00 p.m., Monday through Friday and 8:00 a.m. and 5:00 p.m., Saturday and Sunday). Additionally, no pile driving or blasting would occur during construction. Therefore, short-term construction would not result in the exposure of persons to or generation of noise levels in excess of applicable standards, or a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project. This impact would be less than significant.

**Long-term Operational Noise Exposure to Existing Receptors**

**Less than significant.** The predominant source of noise at existing noise-sensitive receptors near the project site is traffic noise from vehicles traveling on Levy Road. Project-generated vehicle trips could result in traffic noise increases along affected roadways.

Traffic noise levels along the segments of Levy Road adjacent to the project site were modeled with and without project-generated trips using the U.S. Department of Transportation Federal Highway Administration Traffic Noise Model (FHWA 2006) and project-specific traffic data provided by the traffic analysis prepared for this project (MRO Engineers 2017). Table 3.12-5 below summarizes the modeled traffic noise levels along affected roadways under construction year and construction year-plus-project conditions. Detailed traffic-noise modeling inputs and parameters are provided in Appendix D.

**Table 3.12-5 Modeled Traffic Noise Levels along Levy Road under Construction Year and Construction Year-Plus-Project Conditions**

Roadway	Segment	CNEL (dB) at Property Line		Change (dB)
		Construction Year Conditions	Construction Year +Project Conditions	
Levy Road	Sibley Street and Buchanan Street	59.2	59.6	+0.4
Levy Road	East of Buchanan Street	57.5	57.7	+0.2

Notes: dB = decibels;  $L_{dn}$  = day-night average noise level; Numbers are approximate due to rounding

Source: Modeled by Ascent Environmental, 2017

As shown in Table 3.12-5, project-related vehicles trips would not cause traffic noise levels along Levy Road to increase by more than 0.4 dB. Given that an increase of 3 dB is perceived as barely noticeable by people (Eagan 2007:21), traffic noise level increases would not be substantial. Additionally, taking into account the existing sound walls along the north side of Levy Road, the existing sensitive receptors would not be exposed to exterior noise levels that exceed the 60 dB  $L_{dn}$ /CNEL standard established by Policy 30.4 of the City of Folsom General Plan. Therefore, this impact would be less than significant.

**Noise-Land Use Compatibility of Proposed Noise-Sensitive Receptors with Off-site Noise Sources**

**Less than significant.** The types of noise-generating activity in the residential neighborhoods adjacent to the project site would be consistent with the types of noise generated by the proposed residential land uses on the project site. Noise-generating activities at the recreational vehicle storage yard and self-storage facility north of the project site across Levy Road only occur during less noise-sensitive daytime hours (i.e., 8:30

a.m. to 5:00 p.m. and 6:00 a.m. to 9:00 p.m., respectively). Therefore, it is not anticipated that activity at these adjacent land uses would expose the proposed residential land uses to excessive noise levels.

Additionally, Policy 30.5 of the City of Folsom General Plan states that noise due to traffic on public roadways shall not exceed 60 dB L<sub>dn</sub>/CNEL at outdoor activity areas, or 45 dB L<sub>dn</sub>/CNEL inside the residences (City of Folsom 1993: 15-29).

Noise levels on the project site would primarily be affected by traffic traveling on Levy Road. Table 3.12-6 below summarizes the projected traffic noise level on the project site from the combination of existing traffic volumes and with project-generated vehicle trips. See Appendix D for detailed modeling parameters.

**Table 3.12-6 Modeled Traffic Noise Exposures from Levy Road**

Roadway	Segment	L <sub>dn</sub> at Property Line (dB)
Levy Road	Sibley Street to Buchanan Street	59.6

Notes: dB = decibels; L<sub>dn</sub> = day-night average noise level; Numbers are approximate due to rounding

Source: Modeled by Ascent Environmental, 2017

As shown in Table 3.12-6, the proposed onsite receptors would not be exposed to exterior noise levels exceeding 60 dB L<sub>dn</sub>/CNEL standard established in Policy 30.4 of the City of Folsom General Plan. Additionally, assuming an exterior-to-interior noise reduction of 25 dB typical of new residential buildings (Caltrans 2013:7-17), interior noise levels at these dwelling units would not exceed the City's interior noise standard of 45 L<sub>dn</sub>. This impact would be less than significant.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less than significant.** The levels of groundborne vibration generated by the types of construction equipment and activities that could take place on the project site are summarized in Table 3.12-7. No pile driving or rock blasting would be performed.

**Table 3.12-7 Representative Groundborne Vibration and Noise Levels for Construction Equipment**

Equipment	PPV at 25 feet (inches/second) <sup>1</sup>	Approximate L <sub>v</sub> (VdB) at 25 feet <sup>2</sup>
Large Dozer	0.089	87
Caisson Drilling	0.089	87
Trucks	0.076	86
Jackhammer	0.035	79
Small Dozer	0.003	58

Notes:

<sup>1</sup> Where PPV is the peak particle velocity.

<sup>2</sup> Where L<sub>v</sub> is the root mean square velocity expressed in vibration decibels (VdB), assuming a crest factor of 4.

Source: FTA 2006

Based on the information provided in the project description about the types of construction activities that would take place (e.g., site preparation and building erection) it is expected that maximum groundborne vibration and noise levels would be generated by dozers operating on the site. According to the Federal Transit Administration (FTA), the levels of ground vibration generated by dozers are 0.089 inches per second (in/sec) and 87 vibration decibels (VdB) at a distance of 25 feet. Applying FTA's recommended propagation adjustment to these reference levels, the use of a large dozer would result in ground vibration levels of 0.017 in/sec PPV and 72.7 VdB at a distance of 75 feet. Thus, construction activities would not expose the nearest sensitive receptors, (i.e., residences located 75 feet away) to ground vibration levels that exceed

Caltrans's recommended exposure level of 0.2 in/sec peak particle velocity (PPV) with respect to the prevention of structural damage for normal buildings or FTA's maximum acceptable exposure level of 80 VdB with respect to human response for residential uses (i.e., annoyance). Long-term operation of the project would not result in any major sources of vibration. Thus, implementation of the project would not result in the exposure of existing off-site sensitive receptors to excessive groundborne vibration levels. This impact would be less than significant.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than significant.** As discussed under item "a," the project would not expose existing offsite noise-sensitive receptors to a substantial increase in noise. This impact would be less than significant.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than significant.** As discussed under item "a," short-term project-related construction activity would not result in the exposure of persons to or generation of noise levels in excess of applicable standards because it would only occur during less noise-sensitive times of day (i.e., 7:00 a.m. to 6:00 p.m.) and therefore, be consistent with the City of Folsom Municipal Code Section 8.42.060 – Noise Source Exemptions. Thus, construction generated noise would not result in a substantial temporary increase in ambient noise levels in the project vicinity above existing levels without the project. This impact would be less than significant.

**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 expose people residing or working in the project area to excessive noise levels?**

**No impact.** There are no public or private airstrips located within the vicinity of the project. The nearest publicly owned airport is Mather Airport, approximately 10 miles southwest of the project site. Because of the distance of the project site from the nearest airport, the project would not expose people residing or working in the area to excessive noise levels from aircraft operations and no impact would occur.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No impact.** See discussion under e), above.

### 3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. Population and Housing. Would the project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.13.1 Environmental Setting

According to the California Department of Finance (DOF), the City’s population as of January 1, 2016, was 77,246, including 5,399 residents living in group quarters, primarily in Folsom Prison. The household population in 2016 was 71,847 (DOF 2016). Household population projections by Sacramento Area Council of Governments (SACOG) estimate the population will be between 81,400 and 97,485 residents by the year 2035 (Folsom 2014a: 4-3). SACOG projections for future housing units in Folsom show increase by 56 percent from 2011 to 2035, growing to 40,915 dwelling units, an increase of 14,756 units. (Folsom 2014:4-5). According to DOF, the average persons per household in the City for the year 2016 was 2.69 (DOF 2016).

#### 3.13.2 Discussion

- 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)?**

**Less than significant.** Based on the average persons per household (see above), the 35 residential units proposed for the project would result in approximately 95 new residents to the area. The project would result in only a minor increase (i.e., less than one percent) in population in the City. This growth would occur within an area that has been used as a concrete batch plant facility by Teichert. Because the project area was not planned as a residential zone in the General Plan Amendment, the project applicant is requesting a General Plan Amendment to change land use designation on the project site from IND (Industrial/Office Park) to SF (Single-Family) and a rezone from M-2 PD (General Industrial, Planned Development District) to R-1-M PD (Single-Family Residential, Small Lot Planned Development District).. The project site is not currently zoned for residential; however, there are other residential developments adjacent to the site. As described in Section 3.17, Utilities and Service Systems, water and sewer lines are available within the adjacent streets. While the project would need to add additional connections to existing lines, the City would not need to extend roads or other infrastructure to serve the project site. Because the project would increase population by less than one percent, and because there are no new extensions of roads or other infrastructure, the project would not induce substantial growth in the City of Folsom. Therefore, this would be a less-than-significant impact.

**b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?**

**No impact.** The project would not displace any existing dwellings. The current occupants ran a concrete batch plant facility and did not have any residential units on the land. No impact would occur.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No impact.** As stated above, the project site is not inhabited; the project would not displace any existing dwellings or people. No impact would occur.

### 3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. Public Services. Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.14.1 Environmental Setting

##### FIRE

The Folsom City Fire Department operates four fire stations. The existing stations are located at:

- ▲ Station #35 at 535 Glenn Drive, in the Central Business District (approximately 1 mile away)
- ▲ Station #36 at 9700 Oak Avenue Parkway, in northwest Folsom (approximately 4 miles away)
- ▲ Station #37 at 70 Clarksville Road, near Folsom Lake College (approximately 3 miles away)
- ▲ Station #38 at 1300 Blue Ravine Road, in central Folsom near Oak Avenue Parkway (approximately 2.5 miles away)

The City Fire Department has a staff of 68 and provides fire suppression, rescue, prevention, public education, hazardous materials response, and emergency medical services (Folsom City Fire Department 2017).

##### POLICE

The project would be served by the City of Folsom Police Department, and the current police facility, located at 46 Natoma Street in Folsom (approximately 2 miles away), was constructed in 1991. In 2014, Folsom Police Department had 77 sworn personnel and 27.5 non-sworn (civilian) personnel with a single police station. The Folsom Police Department’s 2012 staffing ratio was 1.10 officers per 1,000 residents (City of Folsom 2014: 8-8).

##### SCHOOLS

The project site is within Folsom Cordova Unified School District (FCUSD), and the project would be served by Natoma Station Elementary, Sutter Middle School, and Folsom High School (see Exhibit 3.8-2).

Although Sandra J. Gallardo Elementary is the closest elementary school, the project site is served by Natoma Station Elementary.

Natoma Station Elementary is located at 500 Turn Pike Drive and serves students in grades K through 6<sup>th</sup>. Sutter Middle School is located at 715 Riley Street and serves 6<sup>th</sup> through 8<sup>th</sup> grade, and Folsom High School is located at 1655 Iron Point Road and serves students in grades 9<sup>th</sup> through 12<sup>th</sup>. In 2015, enrollment for Natoma Station Elementary was 438 students, and 1,479 students for Sutter Middle School. Enrollment for Folsom High School in 2015 was 2,300 students (FCUSD 2016).

## PARKS

The closest public neighborhood parks to the project site are Levy Park and Steeplechase Mini Park (Exhibit 3.14-1). Levy Park is located adjacent to the eastern boundary of the project site and Steeplechase Mini Park is located 0.09-mile north of the project site. Recreational facilities at Levy Park include a play area, basketball court, barbeques and picnic area, and access to Humbug Willow Creek Trail. Steeplechase Mini Park contains a play area and benches (City of Folsom 2017).

### 3.14.2 Discussion

- 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?

**Less than significant.** The project site is located approximately 0.6-mile from Fire Station #35 on Glenn Drive. The close proximity of the fire station combined with roads of high accessibility indicates that project implementation would not affect the response times or service ratios of Folsom City Fire Department. The Fire Department has reviewed the project and provided comments on the project design, flow and fire hydrant requirements, and the requirement to prepare a fuel modification plan. The project would be designed in accordance with these requirements and a fuel modification plan would be prepared. The Fire Department did not indicate that the project would create a need for additional fire facilities or services (City of Folsom 2016). This would be a less-than-significant impact.

#### Police protection?

**Less than significant.** The nearest police station is located at 46 Natoma Street, which is approximately 1.6 miles from the project site. The Folsom Police Department has 77 sworn personnel and 27.5 non-sworn (civilian) personnel with a single police station. The Folsom Police Department's 2012 staffing ratio was 1.10 officers per 1,000 residents. (City of Folsom 2014: 8-8).

The Police Department has reviewed the project and did not indicate that the project would create a need for additional police facilities or services (City of Folsom 2016). This would be a less-than-significant impact.

#### Schools?

**Less than significant.** Implementation of the project would result in population growth within the City of Folsom, which would likely increase enrollment at schools within the FCUSD. The FCUSD reviewed the application for the project and estimates that approximately 23 additional students in grades K through 12<sup>th</sup> would be generated from the project (City of Folsom 2016).



Source: Sacramento County 2017, Cunningham Engineering 2017

**Exhibit 3.14-1**

**Surrounding Parks Map**



FCUSD performs needs analysis and adopts an annual budget allocating resources for new school facilities as they are warranted. The project does not trigger the need for a new school directly; however, it would contribute to existing capacity deficiencies within the FCUSD service area. Any new school would require environmental review when it is proposed. The environmental review would determine if there would be an adverse physical impact associated with its construction.

FCUSD collects impact fees from new developments under the Leroy F. Greene School Facilities Act. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service.

Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the project, would fund improvements associated with school services. Under the provisions of the Leroy F. Greene School Facilities Act, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. As such, the project's impacts to school services would be less than significant.

### **Parks?**

**Less than significant.** While the project does not entail the construction of a consolidated public park, it would include 0.90-acre of open space. The project is immediately adjacent to Levy Park and would likely increase the use of this and other surrounding parks. However, the development is only expected to generate 92 new residents and project would be required to pay Quimby Fees per Folsom Municipal Code Section 16.32.40. Therefore, the addition of new residents is not expected to substantially increase park usage such that fees paid for parks would not be adequate. This impact would be less than significant. (See also Section 3.15, Recreation)

### **Other public facilities?**

**No impact.** The project would not affect other public facilities. No impact would occur.

### 3.15 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. Recreation. Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.15.1 Environmental Setting

The City of Folsom has 46 developed parks totaling 261 acres, and 45 miles of paved trails for pedestrians and bicyclists. The General Plan park standard is to strive for 5 acres per 1,000 residents. As of 2014, the City’s park acreage to resident ratio is 6.6 acres of park land per 1,000 residents (City of Folsom 2014).

In addition to green spaces for active and passive recreation, the City operates several built facilities for specialized recreation opportunities. Indoor venues, outdoor pavilions, and sports fields are all available for rent by the public. The acreages of these facilities are included in the overall park acreages.

The City and the Folsom Cordova Unified School District also have a Joint Use Facility Agreement that allows considerable cooperative and coordinated use amongst many mutual facilities. In addition to the City’s facilities, the State operates the Folsom Lake State Recreation Area within the city limits, and other State and regional parks are located in the area.

As discussed above under 3.14, “Public Services,” the closest public neighborhood parks to the project site are Levy Park and Steeplechase Mini Park (Exhibit 3.14-1). Levy Park is located adjacent to the eastern boundary of the project site and Steeplechase Mini Park is located 0.09-mile north of the project site. Recreational facilities at Levy Park include a play area, basketball court, barbeques and picnic area, and access to Humbug Willow Creek Trail. Steeplechase Mini Park contains a play area and benches (City of Folsom 2017). Open space associated with Willow Creek and Humbug Willow Creek Trail are located south of the project site.

#### 3.15.2 Discussion

- a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less than significant.** The project would include 35 new residences and 0.90-acre of open space. The project site’s 92 residents (see Population and Housing) would potentially use existing neighborhood parks and regional parks. The General Plan has a parkland standard to strive for 5 acres per 1,000 residents. In order to meet this standard, the City requires new development projects to either include land dedicated for park uses, or to pay Quimby fees in accordance with Folsom Municipal Code Section 16.32.40. Therefore, the project would be required to pay Quimby fees that would provide funding for new parks and maintenance of existing parks. With the payment of these fees, the addition of new residents is not expected to

substantially increase park usage such the additional demand would result in the physical deterioration of existing parks and facilities within the City of Folsom. As such, this impact would be less than significant.

**b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

**Less than significant.** As noted above, the project would not include the construction of recreational facilities, but would preserve 0.90-acre of open space. Potential impacts associated with grading of the open space area are addressed throughout this Initial Study and included in the project description. With the mitigation proposed in other sections, the impact related to recreational facilities is less than significant.

### 3.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. Transportation/Traffic. Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.16.1 Environmental Setting

The following discussion and conclusions are based on the *535 Levy Road Residential Project Draft Traffic Impact Analysis (Draft TIA)* (MRO Engineers 2016) and the *Updated Traffic Impact Analysis for the Proposed Prospect Ridge Residential Project (Updated TIA)* (MRO Engineers 2017) prepared by MRO Engineers. These studies are provided in Appendix B of this checklist.

This chapter evaluates the impacts on the vehicular, transit, bicycle, and pedestrian components of the transportation system that may result from implementation of the project. The existing traffic and transportation setting and regulatory framework are described and the impacts of implementing the project are identified and assessed.

The project, as analyzed, includes a 35-unit, single-family residential subdivision. Public access to and from the project site would be provided via one full-access driveway on the south side of Levy Road. Internal circulation would be provided by a single public street that loops through the subdivision and ends in a cul-de-sac. Site improvements would include pedestrian sidewalks along the internal street and along the south side of Levy Road fronting the project site. Exhibit 2-5 shows the project site plan.

Under the current City of Folsom General Plan, the City's LOS threshold is LOS C. The City of Folsom standards of significance for a new project are listed below.

- ▲ If the "no project" LOS is LOS C or better and the project-generated traffic causes the signalized intersection LOS to degrade to worse than LOS C (i.e., LOS D, E, or F), then the project must implement mitigation measures to return the intersection to LOS C or better.
- ▲ If the "no project" LOS is worse than LOS C (i.e., LOS D, E, or F) and the project generated traffic causes the overall average delay value at the signalized intersection to increase by five seconds or more, then the project must implement mitigation measures to improve the intersection to the "no project" condition or better. It is not necessary to improve the signalized intersection to LOS C.
- ▲ If the "no project" LOS is worse than LOS C (i.e., LOS D, E, or F) and the project generated traffic causes the overall average delay value at the signalized intersection to increase by less than five seconds, then the traffic impact is considered less-than-significant and no mitigation is required.

## EXISTING CONDITIONS

The project site is located on the south side of Levy Road, between Sibley Street and Buchanan Way. The project site and immediate vicinity falls under City of Folsom land use jurisdiction.

### Roadway System

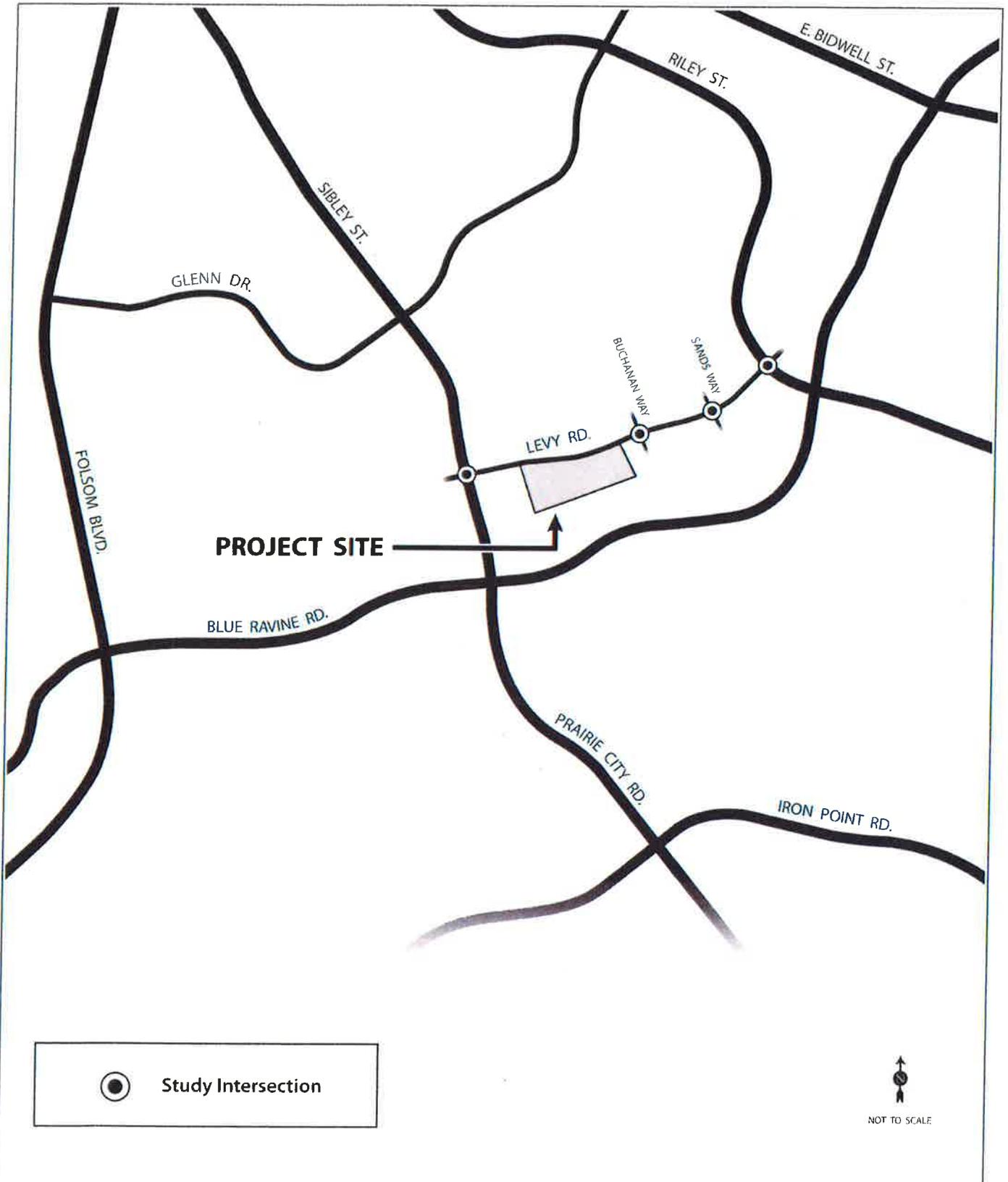
The existing transportation network in the vicinity of the project site is summarized below.

- **Sibley Street** is a north-south arterial that begins in the Folsom Historic District and extends to the south, where it becomes Prairie City Road (south of Blue Ravine Road). North of Levy Road, Sibley Street is three lanes (i.e., one travel lane in each direction plus a center left-turn lane). Immediately south of Levy Road, it is one lane each way with a median. Sibley Street has a 45 miles per hour (MPH) posted speed limit between Blue Ravine Road and Glenn Drive. Bike lanes are provided in both directions along Sibley Street near Levy Road.
- **Levy Road** is an east-west collector street with two lanes (one each way) plus left-turn lanes, and connects Sibley Street and Riley Street. Bike lanes are present on both sides of Levy Road and sidewalks are provided along the developed sections of the street. It has a 35 MPH posted speed limit.
- **Riley Street** runs from Leidesdorff Street in Historic Folsom to Oak Avenue Parkway. It is two lanes in each direction plus left-turn lanes at intersections. Bike lanes and sidewalks are provided on both sides of Riley Street, which has a 35 MPH posted speed limit.

Exhibit 3.16-1 shows the project location and the study intersections.

### Existing Traffic Volumes

MRO Engineers conducted weekday a.m. and p.m. peak-period turning movement counts at the study intersections on Tuesday, August 23, 2016. The counts at the four study intersections included pedestrians and bicyclists in addition to motor vehicles. The resulting peak-hour traffic volumes and existing intersection lane configurations are shown on Exhibit 3.16-2. The a.m. peak hour is defined as the highest single hour of traffic flow counted between 7:00 a.m. and 9:00 a.m. on a typical weekday, and the p.m. peak hour is defined as the highest single hour of traffic flow counted between 4:00 p.m. and 6:00 p.m. on a typical weekday.



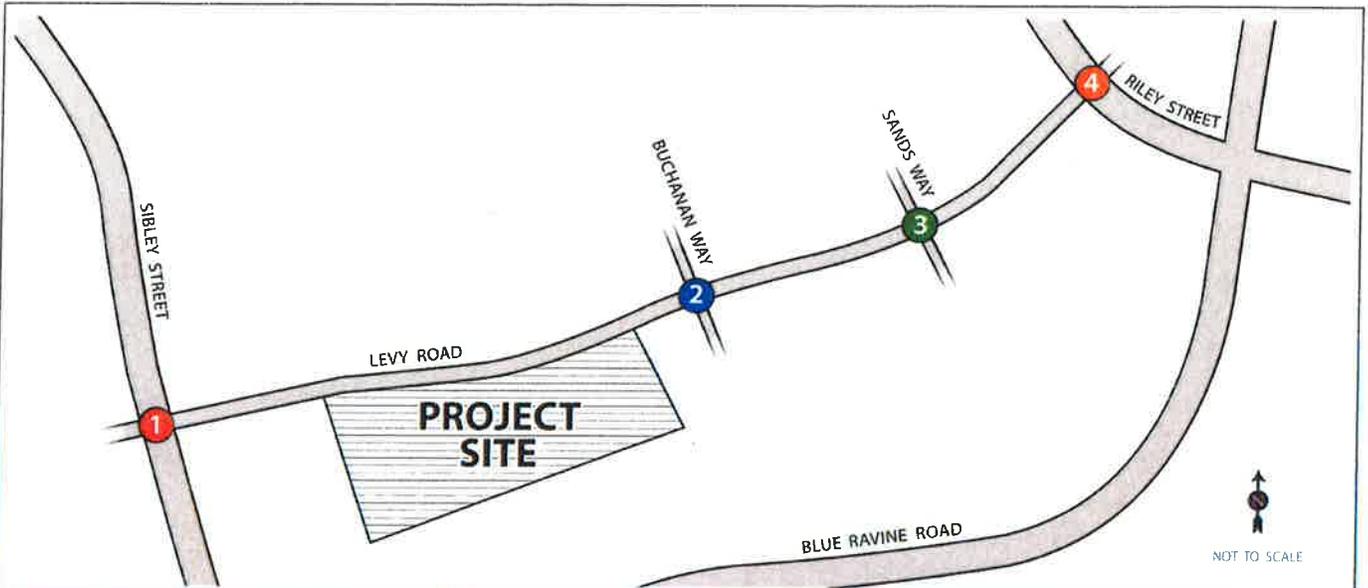
Source: MRO Engineers, Inc. 2017

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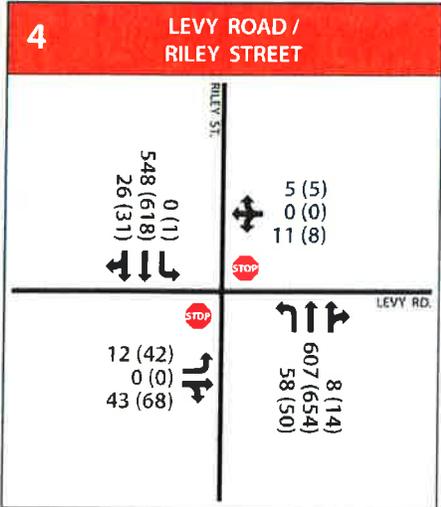
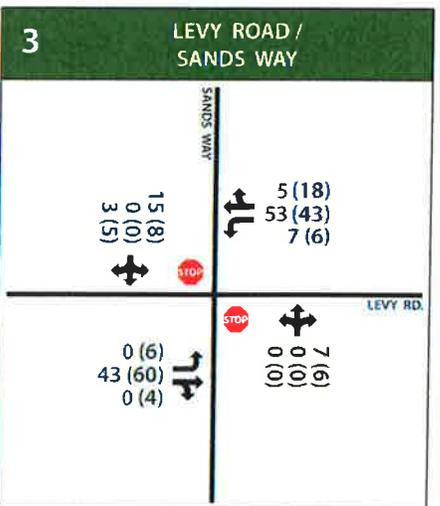
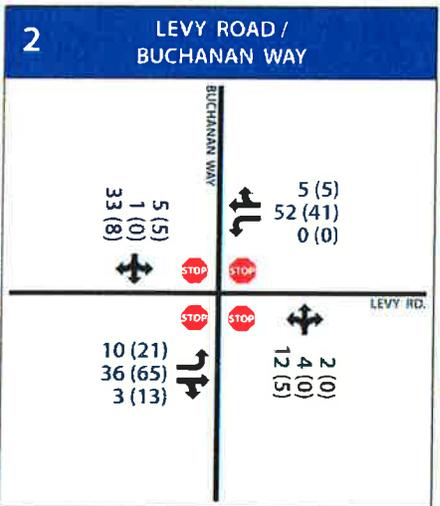
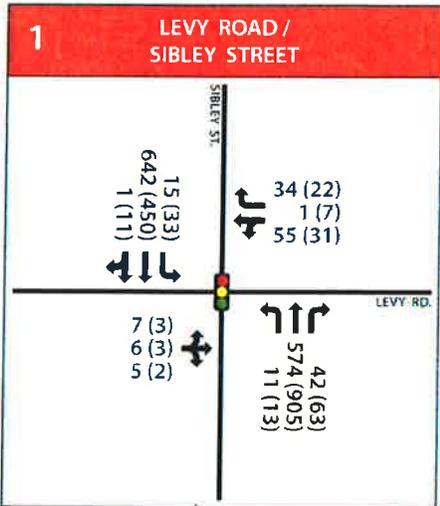
**Exhibit 3.16-1**

**Project Location and Study Intersections**





↑  
NOT TO SCALE



**LEGEND**

### (###) AM (PM) PEAK HOUR TRAFFIC VOLUMES

TURN LANE

TRAFFIC SIGNAL

STOP SIGN

Source: MRO Engineers, Inc. 2017

X16010127 01.004

Exhibit 3.16-2

Existing Traffic Volume Peak Hour



## Transit System

The City of Folsom operates three fixed-route bus routes and paratransit services under the Folsom Stage Line bus system. The fixed route service operates throughout Folsom but does not directly serve the project site. However, the Folsom Stage Line operates two fixed routes with stops within one-half mile of the study area. All routes operate Monday through Friday, and do not offer service on Saturday or Sunday.

Folsom Stage Line currently operates the following routes near the project site:

- ▶ Route 10—connects to Light Rail at Iron Point Station and Historic Folsom Station and also connects with the Sacramento Regional Transit District bus service Line 24 at Main and Madison Avenues. Service starts at 4:25 a.m. at Historic Folsom Light Rail Station and last stop is at 7:45 p.m. at the Folsom Outlets. The route serves Historic Folsom, E. Bidwell, the Broadstone Market Place, Broadstone Plaza, Folsom Aquatics Center, Folsom Lake College, Intel, Kaiser Permanente, Folsom Premium Outlets, Mercy Hospital, Palladio Mall and Century Theatres.
- ▶ Route 30 - Services Folsom State Prison, City Hall, and Woodmere Dr. during weak day peak hours (6 a.m. - 8 a.m. and 2:40 p.m. - 5 p.m.).

Additionally, Folsom Stage Line dial-a-ride provides residents who have a physical, developmental, or mental disability, special means of commuting within the Folsom city limits and operates Monday through Friday from 4:25 a.m. to 7:30 p.m.

The Sacramento Regional Transit District light rail operates the Gold Line which travels between the Historic Folsom and the Sacramento Valley stations. The City of Folsom is served by three stations along the Gold Line consisting of the Historic Folsom, Glenn, and Iron Point stations. Folsom Stage Line Route 10 connects to the Historic Folsom and Iron Point light rail stations, and the Folsom Stage Line Route 30 serves the Glenn light rail station.

## Bike and Pedestrian Facilities

Bike and pedestrian facilities are located along many of the roadways in the vicinity of the project. Bike lanes are located on both sides of Levy Road east of Sibley Street, and in both directions on Riley Street as well as Sibley Street near Levy Road.

Sidewalks are present throughout the study area including continuously along both sides of Riley Street, the northern side of Levy Road, and the east side of Sibley Street north of Levy Road in the vicinity of the project. Intermittent sidewalks are provided along the south side of Levy Road and both sides of Sibley Street south of Levy Road. Additionally, a network of bike and pedestrian trails is located in the vicinity of the project.

## Existing Traffic Operating Conditions

Traffic operations have been quantified through the determination of level of service (LOS). LOS is a measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment, representing progressively worsening traffic operations. The delay-based LOS criteria for different types of intersection controls are outlined in the Draft TIA (MRO Engineers 2016).

LOS has been calculated for all intersection control types using methods documented in the Transportation Research Board Publication Highway Capacity Manual, Fourth Edition, 2010 (TRB 2010). Average intersection delays and LOS is reported for all study intersections under existing conditions are reported in Table 3.16-1.

**Table 3.16-1 Intersection Level of Service – Existing Conditions**

Intersection	Control	Minimum Acceptable LOS	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1. Levy Road/Sibley Street	Signal	C	9.7	A	10.8	B
2. Levy Road/Buchanan Way	AWSC	C	7.5	A	7.8	A
3. Levy Road/Sands Way	SSSC	C	9.2	A	9.3	A
4. Levy Road/Riley Street	SSSC	<b>C</b>	<b>29.0</b>	<b>D</b>	<b>38.9</b>	<b>E</b>

Notes:

Delay shown in average control delay (seconds per vehicle).

Signal = Signalized intersection; AWSC = All-way stop-controlled intersection; SSSC = Side-street stop-controlled intersection.

**Bold, underlined text indicates unacceptable LOS**

Source: MRO Engineers 2016

As shown in Table 3.16-1, the intersection of Levy Road and Riley Street experiences the highest levels of delay under existing conditions, operating at LOS D during the AM peak hour, and at LOS E during the PM peak hour. Under the current General Plan, the City's LOS threshold is LOS C (i.e., LOS A through C are considered acceptable; LOS D, E, and F are considered unacceptable). Thus, the intersection of Levy Road and Riley Street is currently operating at an unacceptable LOS during both the AM and PM peak hours. All other study intersections operate at an acceptable LOS during both the AM and PM peak hours.

A traffic signal warrant evaluation was also carried out under existing conditions at the study intersections of Levy Road and Buchanan Way, Levy Road and Sands Way, and Levy Road and Riley Street. This assessment utilized methods detailed in the California Manual on Uniform Traffic Control Devices (CA-MUTCD) (DOT 2014). The CA-MUTCD contains criteria that can be used to assess the necessity for a traffic control device (also known as traffic warrants). These criteria are based on various indicators such as the volume of vehicular and pedestrian traffic, location of schools, frequency and type of collisions, and other factors. This warrant was not met at any of the study intersections, therefore, no traffic signal is needed at these locations.

### 3.16.2 Project Traffic Projections

#### PROJECT TRIP GENERATION

Table 3.16-2 details the trip generation rates used to estimate daily and peak hour trips for the project. Details regarding the derivation of assumptions used in the trip generation calculations are included in the Updated TIA (Appendix B).

**Table 3.16-2 Project Trip Generation Estimates**

Land Use	Quantity	Trip Generation Rates			Trips					
		Daily	AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Single-Family Detached Housing	35 DU	9.52	0.75	1.00	7	19	26	22	13	35

Notes:

DU = dwelling units

Source: MRO Engineers 2017

## PROJECT TRIP DISTRIBUTION & ASSIGNMENT

Project trips were distributed over the surrounding roadway network based primarily on existing travel patterns in the vicinity of the project. Refer to the Updated TIA (Appendix B) for details of the distribution and assignment of project trips to the study intersections.

### 3.16.3 Discussion

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

and

- b) **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less than significant.**

Construction Year Plus Project intersection delay and LOS were calculated for the study intersections and compared to the Construction Year No Project operating conditions. Under Construction Year No Project conditions the intersection of Levy Road and Riley Street is operating at LOS D during the AM peak hour, and LOS E during PM peak hour, which is considered unacceptable by the City. The remainder of the study intersections would all operate at acceptable levels under Construction Year No Project conditions.

In the AM peak hour, the addition of project-generated traffic would cause little or no change in the estimated delay at the study intersections, and no change in LOS is projected. Under the Construction Year Plus Project operating conditions the Levy Road and Riley Street would continue to operate at LOS D, but the project-related delay increment (0.4 seconds/vehicle) would be less than the City's adopted significance threshold of an increase in delay of 5 seconds or more. The Project Driveway intersection would operate at LOS B in the AM peak hour.

Under the Construction Year Plus Project Scenario, no change in LOS is projected at the study intersections in the PM peak hour. Additionally, LOS at the intersection of Levy Road and Riley Street is projected to operate at LOS E, and the project-related delay increment (1.9 seconds/vehicle) would be less than the City's threshold of significance of an increase in delay of 5 seconds or more. The Project Driveway intersection would operate at LOS B in the PM peak hour. None of the unsignalized study intersections would meet the "Peak Hour" signal warrant during the AM or PM peak hour under the Construction Year Plus Project Scenario.

Additionally, pedestrian facilities would be constructed within the development and along the project's Levy Road frontage where sidewalks are not currently provided, and would not conflict with or adversely affect performance standards of other transportation modes. Therefore, operation of the project would not conflict with City street operational standards, or result in a substantial increase in traffic congestion. This would be a less-than-significant impact.

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No impact.** No private or public airports are located within the City of Folsom. The nearest public airfields are Mather Airport, located approximately 10 miles southwest of the project, and the Cameron Park Airpark located approximately 10 miles east of the project site. Additionally, because no structures of substantial height would be constructed, the project would have no effect on air traffic patterns. Thus, there would be no impact.

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

**Less than significant.** Vehicular access to and from the project would be provided via a single full-access (i.e., all turning movements would be allowed) driveway along Levy Road. The driveway would be located approximately 250 feet west of the Buchanan Way and Levy Road intersection and exiting traffic would be stop-controlled.

Adequate sight distance must be ensured so that vehicles may safely enter and exit the site through both driveways. Assuming a design speed of 40 miles per hour on Levy Road, the sight distance required for all maneuvers in and out of both new driveways is 305 feet, according to the American Association of State Highway and Transportation Officials (AASHTO) (MRO Engineers 2016). Currently, there are no obstructions within this distance of the proposed driveway. The driveway provides more than the required 305 feet of sight distance for vehicles exiting the project site. The sight distance analysis for the project site is provided in the Draft TIA (Appendix B).

Because the project generates a relatively small number of peak hour trips (26 trips in the AM peak hour and 35 in the PM peak hour), the Updated TIA, provided in Appendix B concludes that no operational issues are anticipated at the project driveway under normal conditions. As shown in Table 3.16-3, the Project Driveway intersection would operate at LOS B in both the AM and PM peak hours. Therefore, the proposed site plan for vehicular access is sufficient. This impact would be less than significant.

**Table 3.16-3 Intersection Level of Service – Construction Year Plus Project Conditions**

Intersection	Control	Minimum Acceptable LOS	Construction Year No Project Conditions				Construction Year plus Project Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Levy Road/Sibley Street	Signal	C	11.7	B	16.2	B	12.2	B	17.8	B
2. Levy Road/Buchanan Way	AWSC	C	7.6	A	7.8	A	7.8	A	7.9	A
3. Levy Road/Sands Way	SSSC	C	9.3	A	9.4	A	9.4	A	9.4	A
4. Levy Road/Riley Street	SSSC	C	<b>32.4</b>	<b>D</b>	<b>46.1</b>	<b>E</b>	<b>32.8</b>	<b>D</b>	<b>48.0</b>	<b>E</b>
5. Levy Road/Project Driveway	SSSC	C	NA	NA	NA	NA	10.0	B	10.2	B

Notes:

Signal = Signalized intersection; AWSC = All-way stop-controlled intersection; SSSC = Side-street stop-controlled intersection.

**Bold, underlined text indicates unacceptable LOS**

Source: MRO Engineers 2017

**e) Result in inadequate emergency access?**

**Less than significant.** In addition to the Project Driveway, to ensure that adequate access is available to emergency vehicles, a dedicated Emergency Vehicle Access (EVA) is proposed near the west edge of the project site. That access location would serve only emergency vehicles and no general public traffic would be accommodated. The proposed EVA has been reviewed and approved by the Folsom Fire Department. As part of the Updated TIA, an independent review was completed which confirmed that the proposed EVA meets the requirements set forth in "Section 17: Fire" of the City of Folsom Design and Procedures Manual and

Improvement Standards (Updated April 2015). Additionally, the internal roadway serving the project meets all applicable City of Folsom standards relating to width, alignment, grades, and curve radii. Thus, the project would adequately accommodate the needs and requirements of emergency vehicles. This impact would be less than significant.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less than significant.** Currently sidewalks are located along the opposite site of Levy Road across from the project site, and bicycle lanes are located along both sides of Levy Road. The project would include pedestrian facilities fronting the project site along Levy Road, and along the proposed roadway within the project site. Therefore, the project would enhance existing pedestrian facilities by linking two previously unconnected segments of existing sidewalk along the southern side of Levy Road, thus, improving pedestrian circulation in the area. Additionally, the project would not modify or interfere with any transit services. Therefore, the project would not conflict with any adopted policies or programs for transit, bicycle, or pedestrian facilities. This impact would be less than significant.

### 3.17 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. Tribal Cultural Resources. Would the project:</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 3.17.1 Environmental Setting

Assembly Bill (AB) 52, signed by Governor Edmund G. Brown, Jr., in September 2014, established a new class of resources under CEQA: “tribal cultural resources” (TCRs). AB 52, as provided in Public Resource Code (PRC) Sections 21080.3.1, 21080.3.2, and 21082.3, requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a Notice of Preparation (NOP) of an environmental impact report (EIR) or notice of intent to adopt a negative declaration or mitigated negative declaration.

AB 52 applies to those projects for which a lead agency had issued a NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration on or after July 1, 2015. Therefore, the requirements of AB 52 apply and the City of Folsom has initiated consultation with Tribes that have requested consultation. On February 17, 2017, the City sent certified letters to the Shingle Springs Rancheria, the United Auburn Indian Community, and Wilton Rancheria. No requests for consultation regarding the potential of the project to impact tribal cultural resources were received.

### 3.17.2 Discussion

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? or**
- ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?**

**Less than significant.** In compliance with AB 52, the City of Folsom sent letters to the Shingle Springs Rancheria, the United Auburn Indian Community, and Wilton Rancheria. No responses were received. As defined in PRC Section 21074, to be considered a TCR, a resource must be either:

1. listed or determined to be eligible for listing, on the national, state, or local register of historic resources, or
2. a resource that the lead agency determines, in its discretion and supported by substantial evidence, to treat as a tribal cultural resource pursuant to the criteria in PRC Section 50241(c). PRC Section 5024.1(c) provides that a resource meets criteria for listing as an historic resource in the California Register if any of the following apply:
  1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
  2. Is associated with the lives of persons important in our past.
  3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
  4. Has yielded, or may be likely to yield, information important in prehistory or history.

The project site is located within the lands historically occupied by the Nisenan (see Section 3.5-1, "Environmental Setting," under Section 3.5, "Cultural Resources," above); however, the site is not known to have any special use. Although the project area is within the extensive Folsom/American River Mining District, and three additional historic-era resources have been recorded within the 0.25-mile of the project site, no prehistoric or historic-era archaeological sites, ethnographic sites, or historic-era built environment resources have been identified within the project site. The existing onsite buildings and structures of the inactive concrete batch plant, which were built circa 1978/1980 and would either be dismantled and used at another location or demolished in preparation of construction, are less than 40 years old. For these reasons, no areas within the project site meet any of the PRC 5024.1(c) criteria listed above. Therefore, the project would have a less-than-significant impact on TCRs as defined in PRC Section 21074.

### 3.18 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. Utilities and Service Systems. Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 3.18.1 Environmental Setting

Unless otherwise noted, the following setting information is summarized from the City of Folsom General Plan Update Existing Conditions Report, Chapter 8, Public Facilities and Services (Folsom 2014).

#### WASTEWATER

The City collects sewage within the city limits, which is routed through interceptors owned by the Sacramento Regional County Sanitation District (SRSCSD) and treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) located just north of Elk Grove. Two interceptors, the Folsom East Interceptor and the Folsom Interceptor, and one pump station serve the City. Because of water conservation measures, recent and projected wastewater inflows to the SRSCSD system have been flat and declining, with the 2006 high level of approximately 170 million gallons per day (mgd) not anticipated to be surpassed again until the year 2025. The SRWTP has a permitted dry-weather flow design capacity of 181 million gallons per day (mgd), which is not expected to be exceeded until after 2030. The SWRTP's 2020 Master Plan provides for the expansion of the SRWTP capacity to 218 mgd if needed (Folsom 2014a: 8-27).

The area of Folsom where the project site is located is served by existing wastewater collection infrastructure.

Two 8 to 15-inch collectors are located in the roads to the north (Levy Road) and west (Sibley Road) of the project site and another 8 to 15-inch collector stub serves the two parcels directly west of the project site (Folsom 2014: 8-29).

The SRCSD is in the process of constructing upgrades to the SRWTP (EchoWater Project) to meet more stringent treatment levels required by the Central Valley RWQCB. To meet these requirements, the SRCSD is undertaking a major upgrade to the SRWTP to implement new processes, including; biological nutrient removal that will eliminate nearly all ammonia and most nitrate from treated effluent; filtering to remove very small particles and pathogens; and a higher level of disinfection to remove even more pathogens. The EchoWater Project is projected to be phased in beginning in 2020, with project completion in 2023 (SRCSD 2016).

## **WATER**

The project site is located within the City's service area, where the City provides potable water. The City obtains all of its potable water supply from the Folsom Reservoir; the current water rights amount to 34,000 acre-feet of raw water per year. Raw water is treated at the Folsom WTP located on East Natoma Street and Randall Drive. The treatment plant has a nominal capacity of 50 mgd per day or approximately 153 acre-feet/day (55,845 acre-feet/year); treated water is stored in two storage reservoirs at the water treatment plant and at 10 treated water storage tanks/reservoirs located throughout the water distribution system.

The base daily water use averages 429 gallons per capita per day (GPCD) in the City of Folsom (Folsom 2011; 3-31). The City's future projected water use in its service area, including the area south of US 50 and the Aerojet properties, will increase by 50 percent over current production by 2035 (Folsom 2014a: 8-18). Water demand, however, will not exceed City water supplies or the WTP's capacity. In addition, the City is working to reduce per capita water use in accordance with the Water Conservation Act of 2009 and the 20X2020 Water Conservation Plan (State Senate Bill x7-7).

The City of Folsom has approximately 46,000 acre-feet of water supply under contract and expects to grow that supply slightly by 2035. In 2010, the WTP delivered 23,113 acre-feet of water to the Folsom Service Area East and West (which includes the project site). Projected demand for the Folsom Service Area in 2035 is 37,218 acre-feet per year (Folsom 2011).

## **STORM DRAINAGE**

Folsom's Public Works Department handles all stormwater management issues for the City, from design and construction of the storm drain system to operation and maintenance, and urban runoff pollution prevention. The City operates and maintains an extensive storm drainage system, including about 200 miles of pipe, 23 miles of natural drainage channels/creeks, 60 flood control and/or water quality detention basins, and over 200 outfalls to creeks/rivers. The system primarily discharges to local streams and the American River. Some stormwater discharges are treated by either on-site treatment controls, such as water quality swales or proprietary treatment device, and other developments are either untreated or discharged to regional water quality/detention basins before discharging to a local stream (Folsom 2014a: 8-33).

## **SOLID WASTE**

The City provides solid waste collection services to the project site. Refuse from the project site would be sent to Kiefer Landfill, a Class III landfill located at 12701 Kiefer Boulevard in Sloughhouse. This landfill is the primary solid waste disposal facility in Sacramento County and is operated by the County. The landfill is permitted to receive a maximum of 10,815 tons per day and as of 2005 had a remaining capacity of 112,900,000 cubic yards. Closure is estimated in the year 2064. The City's 2010 disposal amounted to 139.4 tons of refuse per day. The City provides curbside collection of recycling and greenwaste to facilitate diversion of solid waste disposed away from the landfill. The City's residential disposal rate in 2010 was 3.9 pounds per person per day (PPD), well below the diversion target of 7.0 PPD (Folsom 2014a: 8-39, 8-43).

### 3.18.2 Discussion

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Less than significant.** As noted above, the City wastewater is treated at the SRCSD regional wastewater treatment plant. The SRCSD is in the process of constructing upgrades to the SRWTP (EchoWater Project) to meet more stringent discharge requirements issued by the RWQCB. To meet these requirements, the SRCSD is undertaking a major upgrade to the SRWTP to implement new processes, including; biological nutrient removal that will eliminate nearly all ammonia and most nitrate from treated effluent; filtering to remove very small particles and pathogens; and a higher level of disinfection to remove even more pathogens. To comply with the new discharge requirements, SRCSD must have the new treatment infrastructure operational between 2021 and 2023. Wastewater from the project would be treated in compliance with the RWQCB discharge requirements. This would be a less-than-significant impact.

**b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than significant with mitigation incorporated. Potable water.** As described above, the City has adequate water treatment capacity to serve the projected citywide demand through 2035. The project is estimated to use 40,755 GPCD at the current water use rate or approximately 46 acre-feet per year. The WTP has the potential to treat the City's entire water supply of approximately 46,000 acre-feet per year. The City has estimated that, in 2035, the City would use approximately 37,000 acre-feet per year. This estimate accounts for the projected growth in the City. While the project site may not have been expected to have residential development, the City has both sufficient water supplies and WTP capacity to serve the 35 homes that would be built as part of this project. While the project would contribute to the overall demand for treated water, under present per capita demand rates, the project would not require construction of new water treatment facilities or expansion of existing facilities. Additionally, per capita water demand is projected to decrease because of water conservation efforts.

The project site is in an area of the City where water supply infrastructure has been installed; however, water delivery infrastructure would need to be extended onto the site, the impacts of which have been evaluated throughout this document. Overall, impacts to both water supply and water infrastructure would be less-than-significant with mitigation incorporated (as found throughout the rest of this checklist).

**Less than significant. Wastewater Treatment.** As described above, the project site is served by wastewater collection infrastructure along Levy and Sibley Roads. The project would include connections to the existing infrastructure to extend service onto the project site. The SRWTP is projected to have adequate capacity to provide treatment up until the year 2025. While the project would contribute to the overall demand for wastewater treatment, the project would not result in the need for construction of new wastewater treatment facilities or expansion of existing facilities. This would be a less-than-significant impact.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than significant with mitigation incorporated.** The project site includes pervious surfaces and impervious surfaces that drain into and are held in an on-site stormwater holding facility. However, as part of the project, this would be removed and new storm water drainage facilities would drain the site into City storm water collection facilities to the southwest corner of the site.

The potential environmental effects of and mitigation measures required for construction of the stormwater drainage facilities are addressed as part of the entire project under each of the resource topics in this checklist. With mitigation (as found throughout the rest of this checklist), this would be a less-than-significant impact.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less than significant.** As described above the City has adequate water supply and treatment capacity to serve the projected citywide demand through 2035. Under present per capita demand rates, the project would not require new water supply contracts to be secured. While the project site was not considered in residential water supply demands, the potential demand of the project could be accommodated within existing water supply entitlements. While the project would contribute to overall demand for treated water, the project would not require new or expanded water supply entitlements. This would be a less-than-significant impact.

**e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?**

**Less than significant.** The City of Folsom has reviewed the application and deemed it complete. If the project is approved, the City would provide wastewater service to the site. As described under b), above, the City has sufficient capacity to treat wastewater associated with the project. Therefore, this impact would be less than significant.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less than significant.** The project would have a population of approximately 95 residents (see Section 3.13, Population and Housing). The solid waste generated based on 3.9 PPD of solid waste would be approximately 0.19 tons per day or approximately 0.1 percent of the daily solid waste generated by the city, based on the 2010 amount. Kiefer landfill is estimated to have adequate capacity to serve Sacramento County and its cities until the year 2065. Therefore, while the project would contribute to the overall volume of solid waste taken to the landfill, the landfill has sufficient capacity to accommodate the project's solid waste disposal needs. This would be a less-than-significant impact.

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**No impact.** The City would provide solid waste collection services and recycling collection services to the project site and would ensure that the project complies with all federal, state, and local statutes and regulations related to solid waste. Therefore, there is no impact.

### 3.19 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. Mandatory Findings of Significance.</b>				
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, 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.

Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

#### 3.19.1 Discussion

- 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, 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?**

**Less than significant with mitigation incorporated. Biological Resources:** Among the potentially significant impacts that could occur to biological resources on the site would be disturbance to, or destroying of, nesting habitat for tricolored blackbird or Swainson’s hawk, white-tailed kite, and other nesting raptors; loss of western pond turtle; removal of trees and structures suitable for pallid bats; removal of VELB habitat; or erosion/filling of Willow Creek and indirect effects to riparian habitats. In addition, the project would include removal of protected heritage trees.

These potentially significant impacts would be reduced to a less-than-significant level with implementation of mitigation measures BIO-1 through BIO-7. Therefore, the project would not substantially degrade the environment or reduce the habitat for fish and wildlife species and would not cause the drop in populations or eliminate endangered, rare, or threatened species.

**Less than significant with mitigation incorporated. Cultural Resources:** Because mitigation has already been conducted on the Natoma Ditch in the region and the Broder Ranch has been demolished for the most part, and no longer can be considered a significant site, it is concluded, for the purposes of CEQA that there would be no impact to important historic cultural resources from implementation of the project. It is possible that previously unknown historical resources, paleontological resources, or human remains could be discovered during grading and excavation work. These would be potentially significant impacts. With the implementation of mitigation measures CUL-1 through CUL-3, these impacts would be reduced to a less-than-significant level. Therefore, the project would not result in the elimination of important examples of the major periods of California history or prehistory.

**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 viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**Less than significant with mitigation incorporated.** As described throughout the analysis above, the project would not result in any significant individual or cumulative impacts that would not be mitigated to less-than-significant levels. Biological resources are addressed in a), above. Some topics are intrinsically site-specific. In the case of these topics, by showing that an impact is less than significant with or without mitigation, the analysis shows that the project would not provide a substantial contribution to a cumulatively considerable impact. These topics include aesthetics, agriculture and forest resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, noise and vibration, population and housing, and tribal cultural resources.

Other topics address potential contributions to a cumulatively considerable impact through their analysis. The topics which addressed whether the project would have a cumulatively considerable impact on a significant impact include air quality, greenhouse gas emissions, hydrology and water quality, public services, recreation, transportation/traffic, and utilities and services systems. The above analyses found that potential contribution to a cumulatively considerable impact was either less than significant or could be reduced to less than significant with mitigation.

Therefore, these are less-than-significant impacts with mitigation incorporated.

**c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less than significant with mitigation incorporated.** As described throughout the analysis above, the project would not result in any significant impacts that would have environmental effects which would cause substantial adverse effects on humans. The analysis in the relevant sections above provides standards and mitigation measures to reduce any potentially significant impacts on humans to less than significant levels. A variety of mitigation measures including those related to cultural resources, geotechnical hazards, hazards and hazardous materials, and stormwater, ensure any adverse effects on humans are reduced to an acceptable standard. Therefore, these are less-than-significant impacts.

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# MITIGATION MONITORING AND REPORTING PROGRAM

## INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) Public Resources Code Section 21000 et seq.), the City of Folsom (City) prepared an Initial Study/Mitigated Negative Declaration (IS/MND) that identified adverse environmental impacts related to construction and operation of a residential subdivision project. The IS/MND also identifies mitigation measures that would reduce the identified impacts to a less-than-significant level, or that would eliminate these impacts all together.

CEQA Guidelines require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the IS/MND identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the proposed project.

## PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation. The MMRP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies individual mitigation measures, monitoring/mitigation timing, person/agency responsible for implementing each measure, monitoring and reporting procedures, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the IS/MND.

## ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent.

The City would be responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure. The City would designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- ▲ Ensure routine inspections of the construction site are conducted by appropriate City staff; check plans, reports, and other documents required by the MMRP; and conduct report activities.
- ▲ Serve as a liaison between the City and the contractor or project applicant regarding mitigation monitoring issues.
- ▲ Complete forms and maintain reports and other records and documents generated for the MMRP.

- ▲ Coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item would identify the staff members responsible for coordinating with the City on the MMRP.

## REPORTING

The City's project manager will prepare a monitoring report upon completion of the project describing compliance with the required mitigation measures. Information regarding inspections and other requirements will be compiled and explained in the report. The report will be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report will identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The report will be presented to the City Council.

## MITIGATION MONITORING AND REPORTING PLAN TABLE

The categories identified in the attached MMRP table are described below.

- ▲ Mitigation Measure – This column provides the text of the mitigation measures identified in the IS/MND.
- ▲ Timing – this column identifies the time frame in which the mitigation will be implemented.
- ▲ Enforcement – this column identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- ▲ Dated Signature for Verification of Compliance – this column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

**Prospect Ridge Development Project Mitigation Monitoring and Reporting Program Table**

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
<b>3.4 Biological Resources</b>				
<p><b>BIO-1: Avoid or minimize effects to nesting birds.</b> The following measures shall be implemented to avoid or minimize loss of active bird nests:</p> <ul style="list-style-type: none"> <li>▲ To minimize the potential for loss of active great horned owl, tricolored blackbird, or other bird nests, structure and vegetation removal activities shall commence during the nonbreeding season (September 1-January 31). If all suitable nesting habitat is removed during the nonbreeding season, no further mitigation would be required.</li> <li>▲ Prior to removal of any structure or vegetation, or any ground-disturbing activities between February 1 and August 31, a qualified biologist shall conduct preconstruction surveys for nests on any structure or vegetation slated for removal, as well as for potential tricolored blackbird nesting habitat. The surveys shall be conducted no more than 14 days before construction commences. If no active nests or tricolored blackbird colonies are found during focused surveys, no further action under this measure will be required. If active nests are located during the preconstruction surveys, the biologist shall notify the California Department of Fish and Wildlife (CDFW). If necessary, modifications to the project design to avoid removal of occupied habitat while still achieving project objectives shall be evaluated, and implemented to the extent feasible. If avoidance is not feasible or conflicts with project objectives, construction shall be prohibited within a minimum of 100 feet of the nest to avoid disturbance until the nest colony is no longer active. These recommended buffer areas may be reduced through consultation with CDFW.</li> </ul>	<p>Before any ground-disturbing activities, structure removal, and during project construction as applicable.</p>	<p>Project applicant/construction contractor</p>	<p>City of Folsom Community Development Department  California Department of Fish and Wildlife</p>	
<p><b>BIO-2: Swainson's hawk and other nesting raptors.</b> The following measures shall be implemented to avoid and minimize impacts to Swainson's hawk, as well as to other raptors:</p> <ul style="list-style-type: none"> <li>▲ If removal of a known nest tree is required, it shall be removed when no active nests are present, generally between October 1 and February 1.</li> <li>▲ If project activity would commence between February 1 and September 30, a qualified biologist shall be retained to conduct preconstruction surveys for active nests in suitable habitat on and within 0.25 mile of the project site no more than 14 days and no less than seven days before commencement of project-related ground disturbance or vegetation removal activities. If this survey does not identify any nesting raptors in the area within the project site that would be disturbed plus the 0.25-mile radius, no further mitigation would be required.</li> </ul>	<p>Before any ground-disturbing activities, and during project construction as applicable.</p>	<p>Project applicant/construction contractor</p>	<p>City of Folsom Community Development Department  California Department of Fish and Wildlife</p>	

**Prospect Ridge Development Project Mitigation Monitoring and Reporting Program Table**

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
<p>▲ If an occupied nest is present, CDFW guidelines recommend implementation of a 0.25-mile buffer for Swainson's hawk and 500 feet for other tree-nesting raptors, but the size of the buffer may be adjusted if a qualified biologist and CDFW determine that it would not be likely to adversely affect the nest and shall be based upon observed behavior of the nesting birds. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the protective buffer shall be increased such that activities are far enough from the nest that the birds no longer demonstrate agitated behavior. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by a qualified biologist. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active or that the young have fully fledged. Monitoring of the nest by a qualified biologist shall be required if the activity has potential to adversely affect the nest. For Swainson's hawks, no intensive new disturbances or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the 0.25-mile (buffer zone) of an active nest between March 1 - September 30.</p>				
<p><b>BIO-3: Avoid or minimize effects to western pond turtle.</b> Within 24 hours before beginning construction activities within 200 feet of suitable aquatic habitat for western pond turtle, a qualified biologist shall inspect areas of anticipated disturbance for the presence of western pond turtle. The construction area shall be re-inspected whenever a lapse in construction activity of two weeks or more has occurred. If pond turtles are found during the survey or observed within the construction area at any other time, they shall be relocated by a qualified biologist to upstream or adjacent aquatic habitat that would not be disturbed by construction activity.</p>	<p>Before any ground-disturbing activities, and during project construction as applicable.</p>	<p>Project applicant/construction contractor</p>	<p>City of Folsom Community Development Department  California Department of Fish and Wildlife</p>	
<p><b>BIO-4: Preconstruction bat survey and exclusion.</b> The following mitigation measure shall apply to construction of the project to reduce impacts on bats:                  ▲ Before commencing any structure or tree removal activities, a qualified biologist shall conduct surveys for roosting bats. If evidence of bat use is observed, the species and number of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no evidence of bat roosts is found, then no further study shall be required.                  ▲ If pallid bats are found, bats shall be excluded from the roosting site before the tree or structure is removed. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be</p>	<p>Before any ground-disturbing activities, and during project construction as applicable.</p>	<p>Project applicant/construction contractor</p>	<p>City of Folsom Community Development Department  California Department of Fish and Wildlife</p>	

**Prospect Ridge Development Project Mitigation Monitoring and Reporting Program Table**

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
<p>developed by a qualified biologist in consultation with CDFW before implementation. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). Once, it is confirmed that bats are not present in the original roost site, the tree or structure may be removed.</p>				
<p><b>BIO-5: Valley elderberry longhorn beetle.</b></p> <ul style="list-style-type: none"> <li>▲ Prior to project initiation, a qualified biologist shall conduct surveys for valley elderberry longhorn beetle according to the protocol outlined in U.S. Fish and Wildlife Service (USFWS) <i>Conservation Guidelines for the Valley Elderberry Longhorn Beetle</i> (1999). The biologist shall identify and map all elderberry shrubs with stems measuring one inch or greater in diameter at ground level on and within 100 feet of the disturbance footprint, take stem counts, and document any exit holes. If no elderberry shrubs are found, then no further study shall be required.</li> <li>▲ Impacts to valley elderberry longhorn beetle shall be avoided and minimized by following the Conservation Guidelines for cases where elderberry shrubs can be retained and protected within 100 feet of the project footprint.</li> <li>▲ If elderberry shrubs are 100 feet or more from project activities, no direct or indirect impacts are expected. Shrubs shall be protected during construction by establishing and maintaining a high visibility fence at least 100 feet from the drip line of each elderberry shrub with stems 1 inch or greater.</li> <li>▲ If elderberry shrubs can be retained within the project footprint, project activities may occur up to 20 feet from the dripline of elderberry shrubs if precautions are implemented to minimize the potential for indirect impacts. Specifically, these minimization measures include:</li> <li>▲ A minimum setback of at least 20 feet from the dripline of each elderberry plant with stems greater than one-inch diameter at ground level shall be maintained to avoid direct impacts. The buffer area shall be fenced with high visibility construction fencing prior to commencement of ground-disturbing activities and shall be maintained for the duration of construction activities. Ground-disturbing activities on the project site shall not alter the hydrology of the site or otherwise affect the likelihood of vigor or survival of elderberry shrubs.</li> <li>▲ Project activities, such as truck traffic or other use of machinery, shall not create excessive dust on the project site, such that the growth or vigor of elderberry shrubs is adversely affected. Enforcement of a speed-limit and</li> </ul>	<p>Before any ground-disturbing activities, and during project construction as applicable.</p>	<p>Project applicant/construction contractor</p>	<p>City of Folsom Community Development Department  U.S. Fish and Wildlife Service and California Department of Fish and Wildlife, if necessary</p>	

**Prospect Ridge Development Project Mitigation Monitoring and Reporting Program Table**

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
<p>watering dirt roadways are potential methods to ensure that excessive dust is not created.</p> <ul style="list-style-type: none"> <li>▲ Areas that are disturbed temporarily shall be restored to pre-disturbance conditions. Erosion control measures shall be implemented to restore areas disturbed within 100 feet of elderberry shrubs.</li> <li>▲ No insecticides, herbicides, fertilizers, or other chemicals shall be used within 100 feet of elderberry shrubs. Herbaceous vegetation may be mowed or removed using hand tools within 100 feet, but not within 20 feet of the elderberry shrubs.</li> <li>▲ If new permanent development is to occur within the 100-foot buffer (but outside the 20-foot buffer), the potential for indirect effects shall be evaluated by a qualified biologist. If indirect effects are likely to occur, USFWS shall be consulted to determine the appropriate conservation measures. If indirect effects are not likely to occur, then no additional minimization measures would be required.</li> </ul> <p>If elderberry shrubs cannot be avoided, compliance with the federal Endangered Species Act (ESA) and consultation with USFWS is required, and may involve acquiring an incidental take permit, or a take exception.</p>				
<p><b>BIO-6: Avoid effects to sensitive natural communities by fencing resources.</b> Before construction activities commence, all sensitive areas (e.g., riparian habitat, waters of the United States) shall be flagged or fenced with brightly visible construction flagging or fencing under the direction of the qualified biologist to ensure that grading, excavation, or other ground-disturbing activities shall not occur within these areas. Straw wattles shall be placed along the southern edge of the project site during grading and ground disturbing activities to prevent erosion and inadvertent filling of Willow Creek. Foot traffic by construction personnel shall also be limited in these areas to prevent the introduction of invasive or weedy species. Periodic inspections during construction shall be conducted by a qualified biologist to maintain the integrity of exclusion fencing/flagging and straw wattles throughout the period of construction involving ground disturbance. Additionally, all City of Folsom erosion and sediment control specifications and standards shall be followed.</p> <p>Before the City issues grading permits, the City shall require that the applicant verify that the construction activities and development would not affect riparian habitat. In the event that this cannot be demonstrated to be achieved through the design process, the applicant shall obtain a USACE Section 404 Permit and Section 401 water quality certification from the RWQCB and comply with all permit conditions and</p>	<p>Before approval of grading permit, before any ground-disturbing activities, and during project construction as applicable.</p>	<p>Project applicant/construction contractor</p>	<p>City of Folsom Community Development Department</p> <p>Regional Water Quality Control Board, California Department of Fish and Wildlife, U.S. Army Corps of Engineers, if necessary</p>	

**Prospect Ridge Development Project Mitigation Monitoring and Reporting Program Table**

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
<p>mitigation requirements to minimize impacts to wetlands and other waters. In addition, the applicant shall seek a Section 1602 Streambed Alteration Agreement from CDFW and comply with mitigation conditions outlined therein.</p>				
<p><b>BIO-7: Tree protection requirements.</b> All tree removal shall comply with the City's tree preservation ordinance (Folsom 12:16, Tree Preservation). As described in the ordinance the applicant shall prepare and implement a tree mitigation and preservation plan. At minimum, the following actions are required:</p> <ul style="list-style-type: none"> <li>▲ A site map shall be prepared showing the location of all trees on the site;</li> <li>▲ All protected trees on the site shall be identified;</li> <li>▲ The extent of protected zones for all protected trees (drip line plus one foot) shall be identified; and</li> <li>▲ A preservation plan shall be prepared that provides for fencing around the protected zone for protected trees during construction; and restrictions on equipment and vehicle parking in protected zones.</li> </ul> <p>Mitigation plans shall include provisions for planting the same species of the regulated tree, temporary or permanent irrigation, and monitoring for a 2-year period. Mitigation tree planting and tree preservation replacement ratios shall be in accordance with the City's tree preservation ordinance (Appendix C, Table C-2).</p> <ul style="list-style-type: none"> <li>▲ On-site mitigation. The on-site mitigation plan shall include, but is not limited to, the following:                     <ul style="list-style-type: none"> <li>▶ A site plan depicting all living protected trees to remain and all living protected trees to be removed, utilizing clear and concise graphics.</li> <li>▶ A table indicating each protected tree to be removed by tree number, the diameter at breast height (DBH), condition, and any other information pertinent to the trees being removed.</li> <li>▶ The plan shall include tree planting locations, size and species of trees to be planted, and planting and irrigation methods.</li> </ul> </li> <li>▲ If off-site mitigation is desired, the applicant must request approval for one or more of the following methods:                     <ul style="list-style-type: none"> <li>▶ Payment of an inch-for-diameter-inch replacement in-lieu fee, as set by city council resolution, to cover the cost of purchasing, planting and initial care of the off-site tree plantings;</li> <li>▶ Dedication of property for the purpose of planting trees (1 diameter inch = 0.004 acres of land); or</li> </ul> </li> </ul>	<p>Before approval of grading and improvement plans, before any ground-disturbing activities, and during project construction as applicable.</p>	<p>Project applicant/construction contractor</p>	<p>City of Folsom Community Development Department</p>	

**Prospect Ridge Development Project Mitigation Monitoring and Reporting Program Table**

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
<ul style="list-style-type: none"> <li>Planting of trees on either public property, property with a conservation easement, or on property with an irrevocable offer of dedication to the city.</li> </ul>				

**3.5 Cultural Resources**

<p><b>CUL-1: Inadvertent discovery of historical and archaeological resources.</b> While it is unlikely that any resources of historical or archaeological significance would be found on the site, before commencement of construction (site clearance, grading), construction crews shall be trained in the recognition of historical and archaeological resources that could potentially occur. In the unlikely event that buried cultural deposits (e.g., prehistoric stone tools, grinding stones, historic glass, bottles, foundations, cellars, privy pits) are encountered during project implementation, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.</p>	Throughout project construction	Project applicant/construction contractor	City of Folsom Community Development Department	
<p><b>CUL-2: Inadvertent discovery of human remains.</b> In accordance with the California Health and Safety Code (CHSC), Section 7050.5, and the Public Resources Code (PRC) 5097.98, regarding the discovery of human remains, if any such finds are encountered during project construction, all work within the vicinity of the find shall cease immediately, a 50-foot-wide buffer surrounding the discovery shall be established, and the City shall be immediately notified. The County coroner shall be contacted immediately to examine and evaluate the find. If the coroner determines that the remains are not recent and are of Native American descent, the applicant shall contact the Native American Heritage Commission in accordance with CHSC Section 7050.5, and PRC 5097.98. All construction personnel shall be instructed that any human remains encountered should always be treated with sensitivity and respect, and their discovery and location kept confidential. Construction personnel shall be briefed before construction activities regarding procedures to follow in the event buried human remains are encountered.</p>	Throughout project construction	Project applicant/construction contractor	City of Folsom Community Development Department	

**Prospect Ridge Development Project Mitigation Monitoring and Reporting Program Table**

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
<b>3.6 Geology and Soils</b>				
<p><b>GEO-1: Complete design level geotechnical investigation before final design.</b> Before final design and the commencement of construction, design-level geotechnical recommendations shall be prepared and submitted to the City for review. Those recommendations shall present geotechnical engineering conclusions and specific recommendations for site preparation, foundation design, floor support, sound-wall foundations, site drainage, addressing expansive soils, and pavement design to achieve compliance with the CBC, which would reduce risk associated with lateral spreading, subsidence, liquefaction, or collapse.</p>	<p>Before approval of final design plans.</p>	<p>Project applicant/developer</p>	<p>City of Folsom Community Development Department</p>	
<b>3.8 Hazards and Hazardous Materials</b>				
<p><b>HAZ-1: Prepare and implement a health and safety plan.</b> The project applicant shall prepare a Health and Safety Plan, which shall be reviewed and approved by the City before initiating any demolition, grading, or other earthmoving activities. This plan shall require measures that will be employed during all demolition and construction activities to protect construction workers and the public from exposure to hazardous materials. These measures could include, but would not be limited to, posting notices, limiting access to the site, air monitoring, watering, and installation of wind fences. Contractors shall be required to comply with state health and safety standards for all demolition work. If necessary, this shall include compliance with Occupational Safety and Health Administration (OSHA) and Cal/OSHA requirements regarding exposure to lead-based paint and asbestos. In addition, the plan shall include procedures to follow if contaminated soil and/or groundwater or other hazardous materials are generated or encountered during construction. Such procedures could include, but would not be limited to, the following:</p> <ul style="list-style-type: none"> <li>▲ All work shall be halted in the affected area and the type and extent of the contamination shall be determined.</li> <li>▲ The project contractor shall notify the project applicant if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation.</li> <li>▲ If contaminated areas are identified, the applicant shall mitigate those impacts as necessary and provide appropriate documentation that demonstrates that the site does not pose an unacceptable risk. As necessary, the applicant shall notify and seek appropriate agency approval of the contamination and remediation activities consistent with regulatory requirements.</li> </ul>	<p>Before approval of demolition and/or grading and improvement plans, before any ground-disturbing activities, and during project construction as applicable.</p>	<p>Project applicant/construction contractor</p>	<p>City of Folsom Community Development Department</p>	

**Prospect Ridge Development Project Mitigation Monitoring and Reporting Program Table**

Mitigation Measure	Timing	Implementation	Enforcement	Dated Signature for Verification of Compliance
<p>▲ Remediation activities could include but would not be limited to the excavation of contaminated soil areas and hauling of contaminated soil materials to an appropriate off-site disposal facility, mixing of onsite soils, and capping (i.e., paving or sealing) of contaminated areas.</p> <p>Before demolition of any structure, or removal of building materials, lead-based paint or ACMs shall be removed by a California licensed contractor who shall be monitored by an accredited State inspector in accordance with EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos worker construction standards. The lead-based paint or ACMs shall be disposed of properly at an appropriate off-site disposal facility.</p>				
<p><b>3.9 Hydrology and Water Quality</b></p>				
<p><b>HYDRO-1: Provide final design of stormwater facilities.</b> The project applicant shall coordinate with the City to prepare the final design requirements for the stormwater facilities to ensure that:</p> <ul style="list-style-type: none"> <li>▲ The project shall not create adverse conditions along the Willow Creek with regards to floodplain storage, channel erosion, or floodwater discharge characteristics at the project boundaries or areas upstream and downstream of the project site;</li> <li>▲ The project's stormwater facilities shall provide adequate stormwater storage and peak flow attenuation with regards to stormwater quality provisions, hydromodification management, and flood control; and</li> <li>▲ The project shall provide surface roadway improvements, storm drain improvements, detention basins, and emergency overflow provisions meeting the minimum requirements of the City of Folsom.</li> </ul>	<p>Prior to issuance of final map.</p>	<p>Project applicant/developer</p>	<p>City of Folsom Community Development Department</p> <p>For all construction activities subject to the state's Construction General Permit and violators of local ordinances referred to the state for enforcement: Central Valley Regional Water Quality Control Board</p>	

**Attachment 15**

**Development Agreement by and between City of Folsom  
and Teichert Land Company**

# TEICHERT LAND CO.

INTER-OFFICE

TO: Distribution

DATE: September 8, 1995

FROM: Norm Eilert

SUBJECT: City of Folsom Development Agreement

On March 24, 1995, the City of Folsom signed a 25-year Development Agreement (effective date February 23, 1995) for the Teichert Readymix Folsom Plant.

Obligations of Teichert are included in Section 3 (Landowner Obligations):

- Use of Property - Processing or manufacture of readymix concrete products.
- Noise Regulation - Must comply with all applicable noise regulations of the City and not conduct any use which would result in an increase in the current noise level.
- Sales Tax to City - Must take all reasonable actions necessary to ensure that the City receives tax revenue generated by the plant.
- Signage - Must conform with City's Sign Ordinance (copy attached); signage facing Levy Road shall identify site as a readymix plant and be visible.

Section 5, Annual Review, includes an Annual Review by City to determine compliance by Teichert with terms of Development Agreement.

In addition, City may on an annual basis perform a sound monitoring study to determine compliance with the City's noise regulation. Cost of annual noise study, if any, shall be paid by Teichert and shall not exceed \$1,000 per year. The \$1,000 amount shall be increased by \$50 per year.

NEE:vmh  
Enclosures

Distribution:

John Halverson w/ Agreement & Ordinance  
Bob Hamel - w/ Ordinance Only ✓  
Bruce Stimson - w/ Ordinance Only

GEORGE E. PHILLIPS  
CRAIG M. SANDBERG

PHILLIPS & SANDBERG  
ATTORNEYS  
555 UNIVERSITY AVENUE, SUITE 200  
SACRAMENTO, CALIFORNIA 95825  
TELEPHONE: (916) 929-8881  
TELEFAX: (916) 929-8882

A. Teichert & Son, Inc.  
JUN 19 1995  
RECEIVED

TO: Bob Hamel DATE: June 16, 1995

FROM: Craig M. Sandberg

ENCLOSED: Development Agreement By and Between the City of  
Folsom and Teichert Land Company

FOR YOUR INFORMATION

FOR YOUR ACTION

PER YOUR REQUEST

PLEASE TELEPHONE ME

FOR YOUR FILES

PLEASE COMMENT

PLEASE SIGN AND RETURN

OTHER

MESSAGE:

CITY OF FOLSOM  
CITY CLERK'S DEPT.

RECORDING REQUESTED BY

For the benefit of the city of  
Folsom pursuant to Govt Code 6103  
WHEN RECORDED MAIL TO

NAME Diana Biddle, City Clerk  
City of Folsom  
MAILING ADDRESS 50 Natoma Street  
Folsom, California 95630  
CITY, STATE  
ZIP CODE

95 04 18 0184

OFFICIAL RECORDS  
SACRAMENTO COUNTY, CALIF.

95 APR 18 AM 8:03

*[Signature]*  
COUNTY CLERK-RECORDER

titles	1	total fee		N
pages	17	NO FEE		
xchrg		pcor	dtc city code	
other		lien not.		

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

TITLE(S)

DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF FOLSOM  
AND TEICHERT LAND COMPANY

**DEVELOPMENT AGREEMENT  
BY AND BETWEEN THE CITY OF FOLSOM  
AND TEICHERT LAND CO.**

This Development Agreement (hereinafter "Agreement") is made and entered into this 24<sup>th</sup> day of March, 1995 by and between the City of Folsom (hereinafter "City") and Teichert Land Co., A California Corporation (hereinafter "Landowner"), pursuant to the authority of Sections 65864 through 65896.5 of the California Government Code and City's Resolution No. 2370, establishing rules, regulations and procedures for the consideration of development agreements.

**RECITALS**

A. Enabling Statute. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risks of development, the legislature of the State of California adopted Sections 65865 et seq. of the California Government Code enabling a City and an applicant for a development project, who has a legal or an equitable interest in the property to be developed, to enter into a development agreement establishing with certainty what zoning standards and land use regulations of the City will govern the future use of the "Property", as defined below.

B. Property Description. Landowner is the legal owner of that certain real property constituting approximately 8± acres described in Exhibit "A" attached hereto and made a part hereof by this reference (herein the "Property").

C. Development Agreement Goals. City and Landowner desire to enter into this Agreement relating to the Property in order to ensure to Landowner and to City the continued use of the Property for industrial use, specifically the operation of a batch plant for the processing of ready-mix concrete products.

The City, by entering into this Agreement, will receive the benefit of assuring that the Property will be used in accordance with the City's applicable general plan standards, specifically its noise element and receive the added benefit of sales tax revenues from the Property. In addition, this Agreement will assist in implementing the goals of the Folsom City General Plan which call for the preservation of industrial lands within the City, to ensure the future economic diversity of the City and to maintain the balance between housing and employment in the City. Landowner shall receive the benefit of knowing that the permitted uses of the Property will not be changed for a period of twenty-five (25) years in order that future investment in the Property will not be at risk of changes in City zoning or land use policies.

D. Project Background. In 1980 Landowner acquired the Property for the specific purpose of improving and operating a ready-mix batch plant and attendant facilities to serve the City and the surrounding area. At the time of Landowner's acquisition of the Property the General Plan designation of the Property was and continues to be Industrial with M-2 zoning which provides for the use of the Property as a batch plant facility by right. In 1984 the Property was included in the South Folsom Assessment District and was assessed as an industrial facility and Landowner has paid the assessments since District formation at the industrial rate. Since Landowner's acquisition of the Property the City has redesignated portions of the surrounding property from Industrial to Residential uses including a general plan amendment and rezone request together with tentative subdivision map known as the Ridgeview Project which is immediately adjacent to the Property. Certain conditions have been imposed as set forth in the mitigated negative declaration for the Ridgeview project which the City has found will mitigate the possible land use conflicts between the approved residential uses and the operation of Landowner's facility. The most significant conflict was identified as noise impacts associated with the truck traffic to and from the Property.

Landowner and City now wish to ensure that no further general plan amendments or rezones shall have the effect of limiting or prohibiting the use of the Property as set forth herein.

E. Agreement Approvals.

1. On January 4, 1995, the City Planning Commission conducted a duly noticed public hearing on this Agreement and recommended to the City Council that this Agreement be approved.

2. On January 24, 1995, after a duly noticed public hearing, the City Council adopted this Agreement as Ordinance No. 815 which is effective on February 23, 1995.

F. General Plan Consistency. The City Council hereby finds this Agreement consistent with the City's General Plan.

G. Vested Rights. In consideration of the substantial benefits to be provided by preserving Landowner's use of the Property pursuant to this Agreement and in order to strengthen the public planning process and reduce economic risks, by this Agreement the City intends to assure Landowner that the zoning of the Property shall not be changed in accordance with the terms of this Agreement. Use of the Property in accordance with the terms of this Agreement recognizes the major investment by Landowner in onsite and offsite improvements, participation in the South Folsom Assessment District and the community benefit in maintaining the existing use of the Property.

City recognizes and has determined that the granting of the vested right and assurances as set forth in this Agreement will assist Landowner in continued productive use of the Property and thereby achieves the public benefits cited herein.

NOW, THEREFORE, in further consideration of the above recitals, all of which are expressly incorporated into this Agreement, and the mutual promises and covenants of the parties contained in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

## SECTION 1. GENERAL PROVISIONS

1.1. Property Description and Binding Covenants. The Property is that real property owned by Landowner described in Exhibit "A". It is intended and determined that the provisions of this Agreement, to the extent permitted by law, shall constitute covenants which shall run with the Property and the benefits and burdens of this Agreement shall be binding upon and inure to the benefit of the parties and to their successors in interest.

1.2. Interest of Landowner. Landowner represents that Landowner has a fee interest in the Property and that all other persons holding legal or equitable interests in the Property are to be bound by this Agreement. The holders of any legal or equitable title of record other than Landowner shall sign this Agreement giving their consent to the recordation of the Agreement. Landowner shall supply City with a preliminary title report prior to execution of the Agreement in order to identify all interests of record.

1.3. Term. The term of this Agreement shall commence on the effective date of the ordinance authorizing the approval and execution of this Agreement and shall extend for a period of twenty-five (25) years from that date unless it is terminated, modified or extended by the circumstances set forth in this Agreement or by the mutual agreement of the parties.

1.4. Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

- (a) Expiration of the twenty-five (25) year term;
- (b) Entry after all appeals have been exhausted of a final court judgment or issuance of a final court order directed to the City to set aside, withdraw, or abrogate the City's approval of this Agreement or any material part thereof; or



2.2. Applicable Rules, Regulations and Official Policies. The ordinances, resolutions, codes, rules, regulations, official policies and General Plan of the City governing permitted uses, design, improvements and construction standards and specifications applicable to development of the Property, shall be those rules, regulations and official policies in force at the time of the execution of this Agreement. However, this section shall not preclude the application to the Property of changes in City ordinances, resolutions, codes, rules, or regulations specifically mandated and required by changes in state or federal laws or regulations.

2.2.1. Application of Subsequently Enacted or Modified Rules, Regulations and Ordinances. Subsequently enacted rules, regulations, ordinances, laws, and official policies adopted or modified after the date of this Agreement shall apply provided they are applied uniformly to all similar properties or developments in the City and they do not prevent or restrict the uses of the Property.

### SECTION 3. LANDOWNER OBLIGATIONS

3.1. Use of the Property. The Property shall remain in industrial uses consistent with the City's existing M-2 zoning ordinance and shall be specifically used for the processing or manufacture of ready-mix concrete products. It is the intent of this Agreement that the Property shall continue to be used in the same manner as the existing use of the Property at the time of the effective date of this Agreement.

3.2. Noise Regulation. Landowner agrees that the future use of the Property shall be conducted such that it complies with all applicable noise regulations of the City as they exist at the time of the effective date of this Agreement. In addition Landowner shall not conduct any use on the Property which would result in an increase of the maximum noise levels as set forth in the noise data contained in Exhibit "B" attached hereto. It is the intention of this Agreement that Landowner shall be entitled to operate its facilities on the Property in the most efficient manner which may result in the replacement or expansion of facilities to adjust to changing market conditions provided only that the equipment or trucks used in the operation shall not exceed the sound levels identified in Exhibit "B."

3.3. Sales Tax to City. Landowner shall take all reasonable actions necessary to ensure that tax revenues generated by or related to the sale of goods and materials manufactured at the facility shall be paid to the City. Such action expressly includes, but is not limited to, participating with the City in any administrative proceeding challenging any determination or ruling by the State Board of Equalization or other state taxing authority on the issue of the proper agency to

receive the sales tax revenues from the Property. Landowner agrees to provide a copy of any correspondence or other writing it receives, regardless of the source of such writing, which may adversely impact the City's ability to receive said tax revenues to City, within ten (10) days of receipt.

The parties agree that changes in State law regulating the collection and payment of sales tax revenues may effect Landowner's ability to provide this assurance.

3.4. Access. The parties agree that access to and from Levy Road is an important and integral part of the use by Landowner of the Property as contemplated by this Agreement and it is the intent of this Agreement that Landowner shall retain unrestricted use of Levy Road provided Landowner is otherwise in compliance with this Agreement. However, Landowner agrees to work in good faith with City on alternatives for the ingress or egress to the Property in the event that the growth of the City results in traffic increases on Levy Road which significantly reduce the level of service of Levy Road and which present a threat to the public health and safety of City residents. Provided, however, that Landowner's rights to access Levy Road shall not be limited based on sound levels on adjacent properties unless Landowner is not in compliance with the standards set forth in this Agreement.

Notwithstanding the foregoing, should the City allow the use of the easement, which City currently controls running from the southwest corner of the Property to Sibley Road (the "Sibley Road Easement), as an access road to the Property for Landowner's ready-mix and other related vehicles, City may place reasonable restrictions on Landowner's use of Levy Road east of Landowner's easterly driveway on Levy Road. The use of the Sibley Road Easement shall only be allowed if an encroachment on Sibley Road can be accomplished which conforms with the City's standards relating to sight distances and other safety concerns conforming with acceptable traffic engineering practices.

3.5. Signage. Landowner shall erect signage, which conforms with City's Sign Ordinance, on the Property facing Levy Road which clearly identifies the Property as a ready-mix batch plant facility. Such signage shall be clearly visible to Levy Road in order that potential purchasers or users of adjacent properties can see the sign upon casual inspection and thereby be notified of the existing use of the Property.

#### SECTION 4. CITY OBLIGATIONS

4.1. Vested Rights. By entering into this Agreement, City hereby grants to Landowner a vested right to continue the use of the Property including the existing rights to ingress and egress to and from the Property, in accordance with the terms and conditions of this Agreement and Applicable Rules. Landowner's vested right to continue the use of the Property shall include the right to maintain, replace or expand the existing facilities on the Property for the use described herein provided Landowner is not in default under this Agreement.

#### SECTION 5. ANNUAL REVIEW

5.1. Annual Review. City shall, at least every twelve (12) months during the term of this Agreement, review the extent of good faith compliance by Landowner with the terms of this Agreement. Such periodic review shall be limited in scope to compliance with the terms and conditions of this Agreement pursuant to California Government Code Section 65865.1. Notice of such annual review shall include the statement that any review may result in amendment or termination of this Development Agreement.

Upon not less than thirty (30) days' written notice by the Planning Director of City, Landowner shall provide such information as may be reasonably requested by the Director and deemed by the Director to be required in order to ascertain compliance with this Agreement. City shall deposit in the mail to Landowner a copy of all staff reports and, to the extent practical, related exhibits concerning contract performance at least ten (10) calendar days prior to any such periodic review. Landowner shall be permitted an opportunity to be heard orally and/or in writing regarding its performance under this Agreement before the City Council, or, if the matter is referred to the Planning Commission, before said Commission. If the City determines, based on substantial evidence, that Landowner is in default following completion of the normal scheduled periodic review, written notice of proposed termination or modification of this Agreement shall be given, pursuant to applicable laws and regulations, specifying in said notice the alleged nature of the default, and suggested or potential actions and timing to cure said default where appropriate. Landowner shall have not less than ninety (90) days to cure any alleged default determined pursuant to this section. Formal rules of evidence shall not apply to such proceedings.

5.2. Sound Monitoring. City may on an annual basis cause a noise study to be performed to measure Landowner's performance pursuant to Section 3.2 of this Agreement. Landowner shall be responsible for the cost of such studies

provided the cost shall not exceed one thousand dollars (\$1,000.00) per year. This maximum cost amount shall be increased by fifty dollars (\$50.00) per year on each anniversary date of this Agreement.

## SECTION 6. DEFAULT, ENFORCEMENT AND REMEDIES

6.1. Default. Failure or delay by either party to perform any term or provision of this Agreement shall constitute a default. In the event of alleged default or breach of any terms or conditions of this Agreement, the party alleging such default or breach shall give the other party not less than sixty (60) days notice in writing specifying the nature of the alleged default and the manner in which said default may be satisfactorily cured. During any sixty (60) day period, the party charged shall not be considered in default for purposes of termination or institution of legal proceedings.

After notice of expiration of the sixty (60) day period, the party alleging default, at its option, may institute legal proceedings pursuant to this Agreement or give notice of intent to terminate the Agreement pursuant to California Government Code Section 65868 or may pursue such other administrative remedies as may be appropriate. Following notice of intent to terminate, the matter shall be scheduled for a hearing before the City Council to consider and review the matter within sixty (60) calendar days. Following consideration of the evidence presented in the review, if no resolution of the matter is reached, either party alleging the default by the other party may give written notice of termination of this Agreement to the other party.

6.3. Cumulative Remedies. In addition to any other rights or remedies, either party may institute legal action to cure, correct or remedy any default, to enforce any covenant or agreement herein, or to enjoin any threatened or attempted violation, including suits for declaratory relief, specific performance, injunctive relief, and relief in the nature of mandamus. All of the remedies described above shall be cumulative and not exclusive of one another, and the exercise of any one or more of the remedies shall not constitute a waiver or election with respect to any other available remedy.

6.4. No Joint Venture or Partnership. City and Landowner hereby renounce the existence of any form of joint venture or partnership between the City and Landowner and agree that nothing contained herein or in any document executed in connection herewith shall be construed as making City and Landowner joint venturers or partners.

6.5. Hold Harmless Agreement. Landowner and all successors agree to and shall hold City and its appointed councils, boards, commissions, officers, agents and employees harmless from any liability, including costs and attorneys' fees, for

damages or claims for damage for personal injury, including death, and from claims for property damage which may arise from any act or omission of the Landowner, of his assigns, successors in interest, or their agents, employees, contractors or sub-contractors, pursuant to this Agreement. Landowner shall defend the City and its elective and appointive councils, boards, commissions, officers, agents and employees from any suits or actions at law or in equity for damage caused by reason of the aforesaid operations under this Agreement.

6.6. Cooperation in the Event of Legal Challenge. In the event of any legal action instituted by a third party challenging the validity of any provision of this Agreement, the parties hereby agree to cooperate with each other in good faith to defend said action and the validity of each provision of this Agreement.

6.7. Attorneys' Fees. In any arbitration, quasi-judicial, or administrative proceedings or any action in any court of competent jurisdiction, brought by any party to enforce any covenant or any of such party's rights or remedies under this Agreement, including any action for declaratory or equitable relief, the prevailing party shall be entitled to reasonable attorneys' fees and all costs, expenses and disbursements in connection with such action, including the costs of reasonable investigation, preparation and professional or expert consultation, which sums may be included in any judgment or decree entered in such action in favor of the prevailing party.

## SECTION 7. MISCELLANEOUS PROVISIONS

7.1. Authority to Execute. The person or persons executing this Agreement on behalf of Landowner warrant and represent that they have the authority to execute this Agreement on behalf of Landowner and represent that they have the authority to bind Landowner to the performance of its obligations hereunder.

7.2. Cancellation or Modification. Any party may propose cancellation or modification of this Agreement but said cancellation shall require the consent of all parties.

7.3. Consent. Where the consent or approval of a party is required in or necessary under this Agreement, such consent or approval shall not be unreasonably withheld.

7.4. Construction of Agreement. The language in all parts of this Agreement shall, in all cases, be construed as a whole and in accordance with its fair meaning. The captions of the paragraphs and subparagraphs of this Agreement are

for convenience only and shall not be considered or referred to in resolving questions of construction. This Agreement shall be governed by the laws of the State of California.

7.5. Covenant of Good Faith and Fair Dealing. Neither party shall do anything which shall have the effect of harming or injuring the right of the other party to receive the benefits of this Agreement; each party shall refrain from doing anything which would render its performance under this Agreement impossible; and each party shall do everything which this Agreement contemplates that such party shall do to accomplish the objectives and purposes of this Agreement.

7.6. Enforced Delay, Extension of Times of Performance. In addition to specific provisions of this Agreement, performance by either party hereunder shall not be deemed to be in default where delays or defaults are due to war, insurrection, strikes, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by entities other than the City, enactment of conflicting state or federal laws or regulations, litigation or similar bases for excused performance. If written notice of such delay is given to City within thirty (30) days of the commencement of such delay, an extension of time for such cause shall be granted in writing for the period of the enforced delay, or longer as may be mutually agreed upon.

7.7. Entire Agreement. This Agreement, together with the exhibits, constitute the entire agreement between the parties with respect to the subject matter of this Agreement.

7.8. Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute, file or record any required instruments and writings necessary to evidence or consummate the transactions contemplated by this Agreement, and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement.

7.9. No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision in this Agreement.

7.10. No Waiver. No delay or omission by either party in exercising any right or power accruing upon non-compliance or failure to perform by the other party under the provisions of this Agreement shall impair any such right or power or be construed to be a waiver thereof. A waiver by either party of any of the

covenants or conditions to be performed by the other party shall not be construed as a waiver of any succeeding breach or non-performance of the same or other covenants and conditions hereof.

7.11. Severability. If any provision of this Agreement shall be adjudicated to be invalid, void or illegal, it shall in no way affect, impair or invalidate any other provision hereto, unless such adjustment affects a material part of this Agreement. Notwithstanding any other provisions of this Agreement, in the event that any material provision of this Agreement is found to be unenforceable, void or voidable, Landowner or the City may terminate this Agreement upon providing written notice to the other party.

7.12. Recording. The City Clerk shall cause a copy of this Agreement to be recorded with the Sacramento County Recorder no later than ten (10) days following execution of this Agreement by City, which execution will take place no sooner than the effective date of the ordinance approving this Agreement.

IN WITNESS WHEREOF, the parties have duly signed this Agreement as of the date first written above.

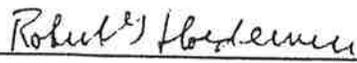
**LANDOWNER:**  
Teichert Land Co., A California Corporation

By:   
Norman E. Eilert  
Its: Executive Vice President

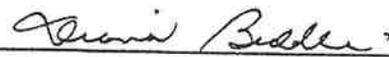
and

By:   
Robert H. Hamel  
Its: Vice President

**CITY:**  
CITY OF FOLSOM, CALIFORNIA

By:   
Robert Holderness, Mayor

**ATTEST:**

By:   
City Clerk

**APPROVED AS TO FORM:**

By:   
City Attorney

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

No. 5907

State of California

County of Sacramento

On April 4 before me, Susan Kitchens, Notary Public

DATE

NAME, TITLE OF OFFICER - E.G., "JANE DOE, NOTARY PUBLIC"

personally appeared Robert H. Holderness

NAME(S) OF SIGNER(S)

personally known to me - OR -  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.



WITNESS my hand and official seal.

Susan Kitchens  
SIGNATURE OF NOTARY

**OPTIONAL**

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

**CAPACITY CLAIMED BY SIGNER**

**DESCRIPTION OF ATTACHED DOCUMENT**

- INDIVIDUAL
- CORPORATE OFFICER
- \_\_\_\_\_ TITLE(S)
- PARTNER(S)       LIMITED
- GENERAL
- ATTORNEY-IN-FACT
- TRUSTEE(S)
- GUARDIAN/CONSERVATOR
- OTHER: \_\_\_\_\_

\_\_\_\_\_ TITLE OR TYPE OF DOCUMENT

\_\_\_\_\_ NUMBER OF PAGES

\_\_\_\_\_ DATE OF DOCUMENT

**SIGNER IS REPRESENTING:**  
NAME OF PERSON(S) OR ENTITY(IES)  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_ SIGNER(S) OTHER THAN NAMED ABOVE

Exhibit A

CITY OF FOLSOM

PARCEL 3 OF PARCEL MAPS OF A PORTION OF RANCHO DE LOS AMERICANOS FILED MAY 23, 1977 IN BOOK 32 OF PARCEL MAPS, AT PAGE 19.

THE ACREAGE AND DIMENSIONS OF SAID LOT 3 BEING MADE ON THE BASIS THAT THE LOT AREA INCLUDES ONE-HALF OF THE ADJOINING ROAD ON THE NORTH AS SHOWN ON SAID MAP AND BEING THE SAME ROAD DEEDED TO THE CITY OF FOLSOM, IN THE DEED RECORDED JUNE 15, 1977 IN BOOK 77-06-15, PAGE 1196, OFFICIAL RECORDS.

071-0370-003-0000

## Exhibit B

Noise generated by Teichert Readymix operations shall not exceed the following levels. These noise level standards shall apply at any point along the north and east boundaries of the Teichert property:

Maximum noise levels of concrete trucks:	91 dBA
Maximum hourly average noise level ( $L_{eq}$ )*	70 dBA
Maximum noise level of wheeled loader on Teichert property	100 dBA
Maximum noise level of concrete blower	82 dBA
Maximum noise level of cement truck vibrator	98 dBA

\* average noise levels apply only to Teichert operations and measurements shall be performed so as to isolate noise from these operations from ambient noise.

Trucks shall not use their warning horns except in emergency situations. The sound of warning horns is exempted from the above noise level standards.

The above maximum noise levels are understood to be *typical* values which may be exceeded in extreme and atypical cases, such as cause by equipment malfunction.

All noise levels are exterior values in an unshielded location, in full view of the Teichert Readymix access road and/or of the internal circulation road and loading area. If the above noise standards are met, exterior noise levels in residential outdoor activity areas will be mitigated to acceptable values under the City of Folsom standards through setbacks and noise barriers, as part of any residential development. Interior noise levels are understood to be mitigated to City of Folsom standards with windows and doors closed, through special facade designs incorporated at the time of home construction.

Noise levels shall be measured with slow meter response, with a sound level meter complying with ANSI S1.4 Type 1 or Type 2 classification. For the compliance tests, the sound level meter microphone shall be located at the Teichert property line, approximately 18 inches above the top of any property line sound wall and at least three feet from any other structure. To ensure accurate measurements, the sound level meter shall be calibrated before and after the tests, using a pistonphone or a high quality portable acoustic calibrator.

To isolate noise from Teichert operations from that of other noise sources, average noise levels can be calculated based on measured Sound Exposure Levels for Teichert events, or a method can be used including two integrating sound level meters, one registering noise levels continuously and the other only while Teichert operations are either audible or inaudible, the preferable method to be chosen by the consultant performing the tests. The compliance tests shall be performed during the hours of heaviest plant operation, including, but not limited to, the time period of 7:00 a.m. to 11:00 a.m.

Compliance testing may occur at random time periods approximately once per year, at the discretion of the City. Tests shall be conducted on days with typical Teichert batch plant activities. Performance tests shall be done by a qualified consulting firm acceptable to the City and to Teichert.

The noise level limits contained in this exhibit are predicated on inclusion of mitigation measures in any residential or park developments to the east and north of the Teichert property. They represent typical, non-mitigated values measured for 1994 operations, projected to full plant capacity.

In the event that normal operation of the Teichert Readymix facility becomes infeasible without violating one or more of the provisions herein, Teichert shall have the option of effecting further noise mitigation measures, such as the construction of additional property line barriers, modification of entry and exit patterns, as desired by Teichert and found acceptable by the City. In the case of such mitigation measures being instituted, the resulting improvements in noise exposures at adjacent non-industrial land uses shall benefit Teichert Readymix, to allow them to continue operating. Inasmuch as the current standards contained herein address the raw, on-site Teichert generated noise and thus do not allow for any such mitigation, this set of standards would need to be revised or amended to reflect the additional mitigation measures.

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

No. 5907

State of California

County of Sacramento

On March 16, 1995 before me, Virginia M. Halstenrud  
DATE NAME, TITLE OF OFFICER - E.G., "JANE DOE, NOTARY PUBLIC"

personally appeared Robert H. Hamel and Norman E. Eilert  
NAME(S) OF SIGNER(S)

personally known to me - OR -  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.



WITNESS my hand and official seal.

Virginia M. Halstenrud  
SIGNATURE OF NOTARY

**OPTIONAL**

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

**CAPACITY CLAIMED BY SIGNER**

INDIVIDUAL  
 CORPORATE OFFICER  
Vice President and Executive  
Vice President title(s) Respectively

PARTNER(S)  LIMITED  
 GENERAL

ATTORNEY-IN-FACT  
 TRUSTEE(S)  
 GUARDIAN/CONSERVATOR  
 OTHER: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SIGNER IS REPRESENTING:**  
NAME OF PERSON(S) OR ENTITY(IES)

\_\_\_\_\_  
\_\_\_\_\_

**DESCRIPTION OF ATTACHED DOCUMENT**

Development Agreement By and  
Between The City of Folsom  
and Teichert Land Co.  
TITLE OR TYPE OF DOCUMENT

14 Including Attachments  
NUMBER OF PAGES

\_\_\_\_\_  
DATE OF DOCUMENT

\_\_\_\_\_  
SIGNER(S) OTHER THAN NAMED ABOVE

**Attachment 16**

**Request and Notice of Termination of Development  
Agreement**



**TEICHERT LAND CO.**

Corporate Office  
3500 American River Drive  
P.O. Box 13308  
Sacramento, CA 95813-3308  
(916) 484-3011 • FAX (916) 484-6506

June 8, 2017

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

**Re: Teichert's Folsom Ready Mix Development Agreement**

Dear Mr. Johnson:

This letter is to formally notify the City of Folsom that Teichert Land Co. agrees to terminate the Development Agreement by and Between the City of Folsom and Teichert Land Co. entered into on March 24, 1995. That Agreement would terminate on August 31, 2017 unless Prospect Ridge Subdivision is not approved and all appeal periods have not run by that date. In such an event, Teichert land Co. intends to meet and confer with the City of Folsom on this matter.

A draft notice of termination is attached to this letter that is acceptable to Teichert Land Co.

In any event, Teichert Land Co. agrees that no building permits may be issued for Prospect Ridge until the Development Agreement is terminated.

Please contact me if you have any further questions.

Sincerely,



Ron Gatto

Vice President, Teichert Land Co.

FOR THE BENEFIT OF THE CITY OF FOLSOM  
PURSUANT TO GOVERNMENT CODE §6103

RECORDING REQUESTED BY CITY CLERK  
WHEN RECORDED MAIL TO:

CITY OF FOLSOM  
ATTN: CITY CLERK  
50 NATOMA STREET  
FOLSOM, CA 95630

Space above this line reserved for Recorder's use

---

### Notice of Termination of Development Agreement

---

This Notice of Termination of Development Agreement is made this 31 day of August, 2017 by the CITY OF FOLSOM, a Municipal Corporation ("City").

WHEREAS, TEICHERT LAND CO., a California Corporation ("Developer") owns in fee title a certain real property in the City of Folsom, County of Sacramento, State of California, commonly known as 535 Levy Road. (APN 071-0370-003) (the "Property"); and

WHEREAS, Developer and City entered into that certain Development Agreement, recorded on April 19, 1995 in Book 950418, page 184, of the Official Records of Sacramento County pertaining to the development of the Property; and

WHEREAS, City has approved a tentative map that would subdivide the Property for use as a single family neighborhood; and

WHEREAS, Developer desires to construct and market said single family neighborhood instead of exercising the rights conferred to Developer by Development Agreement; and

WHEREAS, Pursuant to Sections 1.4(c) and 7.2 of the Development Agreement, Developer provided City with a written notice on June 8, 2017 of its election to terminate the Development Agreement pertaining to Property.

NOW, THEREFORE, the Development Agreement is hereby terminated with respect to the Property. A true and correct copy of the legal description for said parcel is attached hereto as Exhibit "A" and incorporated herein by reference.

CITY OF FOLSOM:  
A Municipal Corporation

Dated: \_\_\_\_\_, 2017

---

Evert Palmer, City Manager



**EXHIBIT A**

(Legal Description of the Property)

**For APN/Parcel ID(s): 071-0370-003-0000**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF FOLSOM, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

Parcel 3, as shown on that certain map entitled "Parcel Map - Portion of Rancho De Los Americanos", filed May 23, 1977 in Book 32 of Parcel Maps at Page 19, Sacramento County Records.

**Attachment 17**

**Letter from Applicant Regarding  
Justification for Land Use Change**

## Justification for Conversion of 9 acres of Industrial Land to Residential Land.

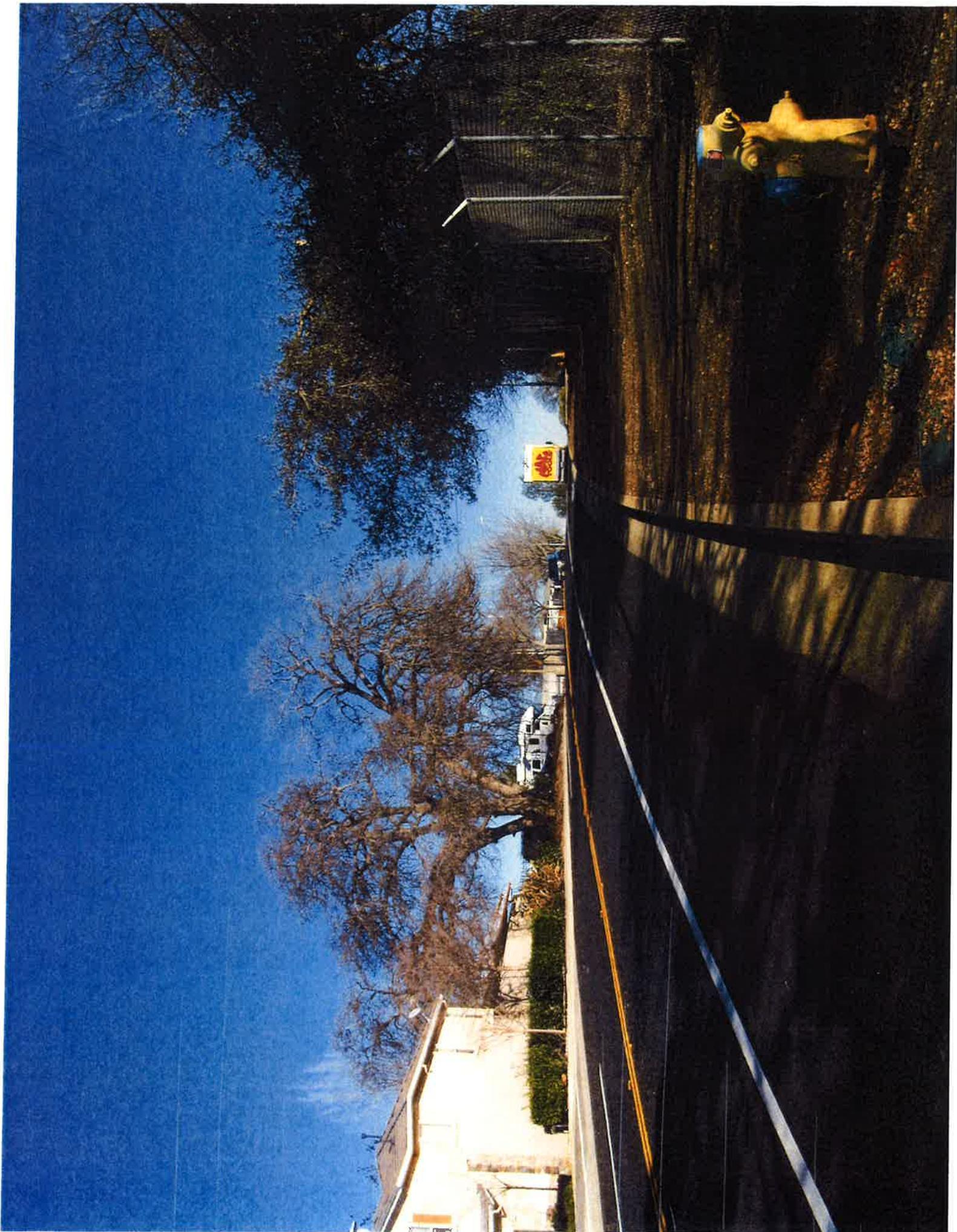
Since Teichert acquired the approximately 9 acre project site in the early 1980s, recent developments in market factors have rendered it infeasible to operate the site's concrete batch plant for the past several years. The development of such market factors coincides with the upcoming expiration of a development agreement for the property which was put in place to preserve the right to continue the use of the batch plant, so a new use for the project site is needed.

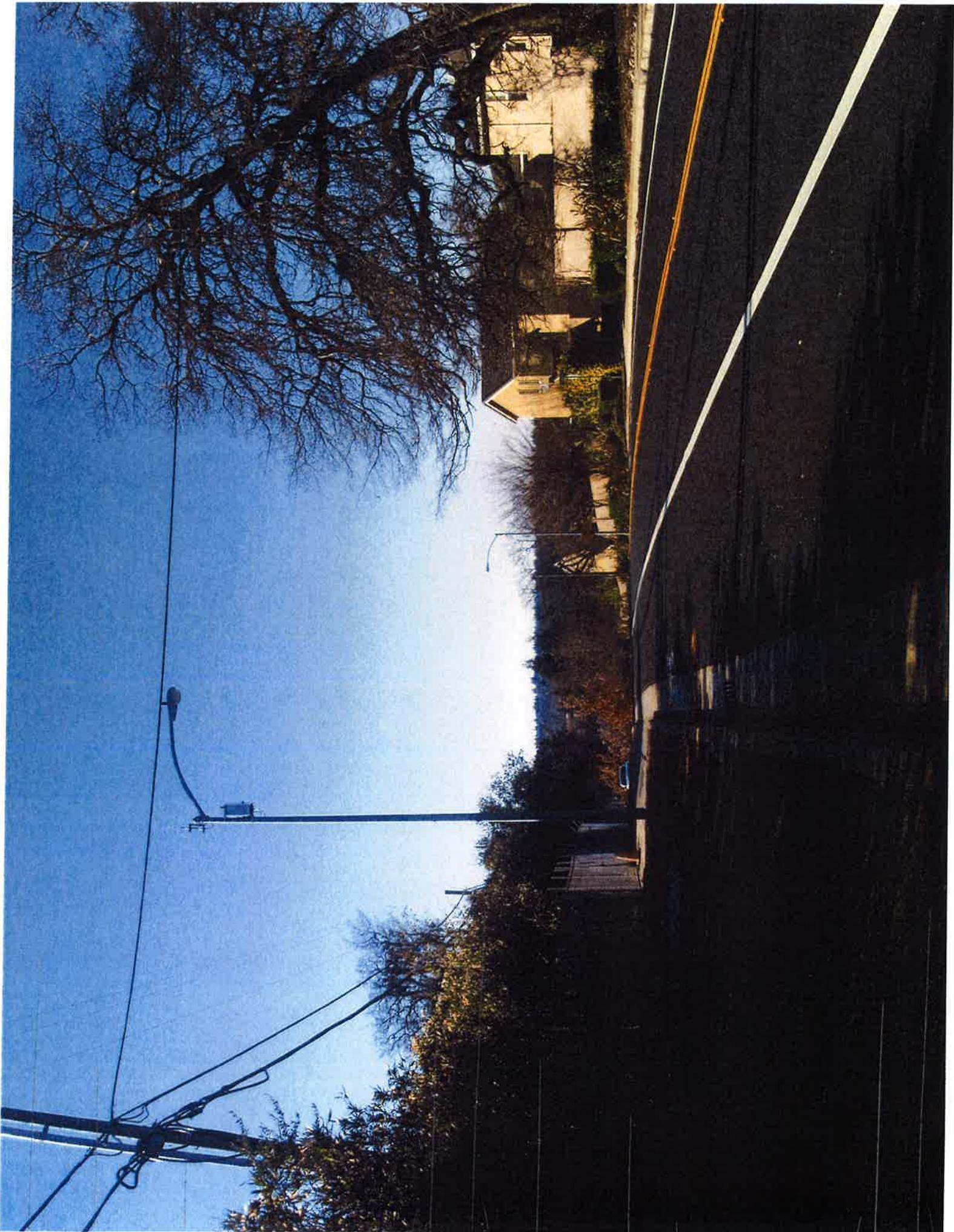
During the time the site served as a concrete batch plant, the surrounding area has transformed to predominately residential uses. As a result of that transformation, the industrial nature of the site no longer fits well with its surroundings. To compliment the neighborhood, a change to a residential use is warranted. Such a change will convert a site that is presently inactive and, as explained below, not well situated for other industrial uses, to an active residential use.

The site characteristics are not conducive for other industrial uses. The size of the parcel, steep topography, trees and proximity to the creek make it difficult to develop an industrial project from physical and financial perspectives. Furthermore, an industrial building on the long narrow property with the topography would make it very difficult to develop an industrial use consistent with the Humbug-Willow Creek Design Guidelines' goal to enhance the adjacent creek corridor. Finally, Levy Road is now primarily a residential street, and it is no longer appropriate for heavy truck traffic typically generated by industrial uses. Thus, finding an industrial user is extremely difficult for this site.

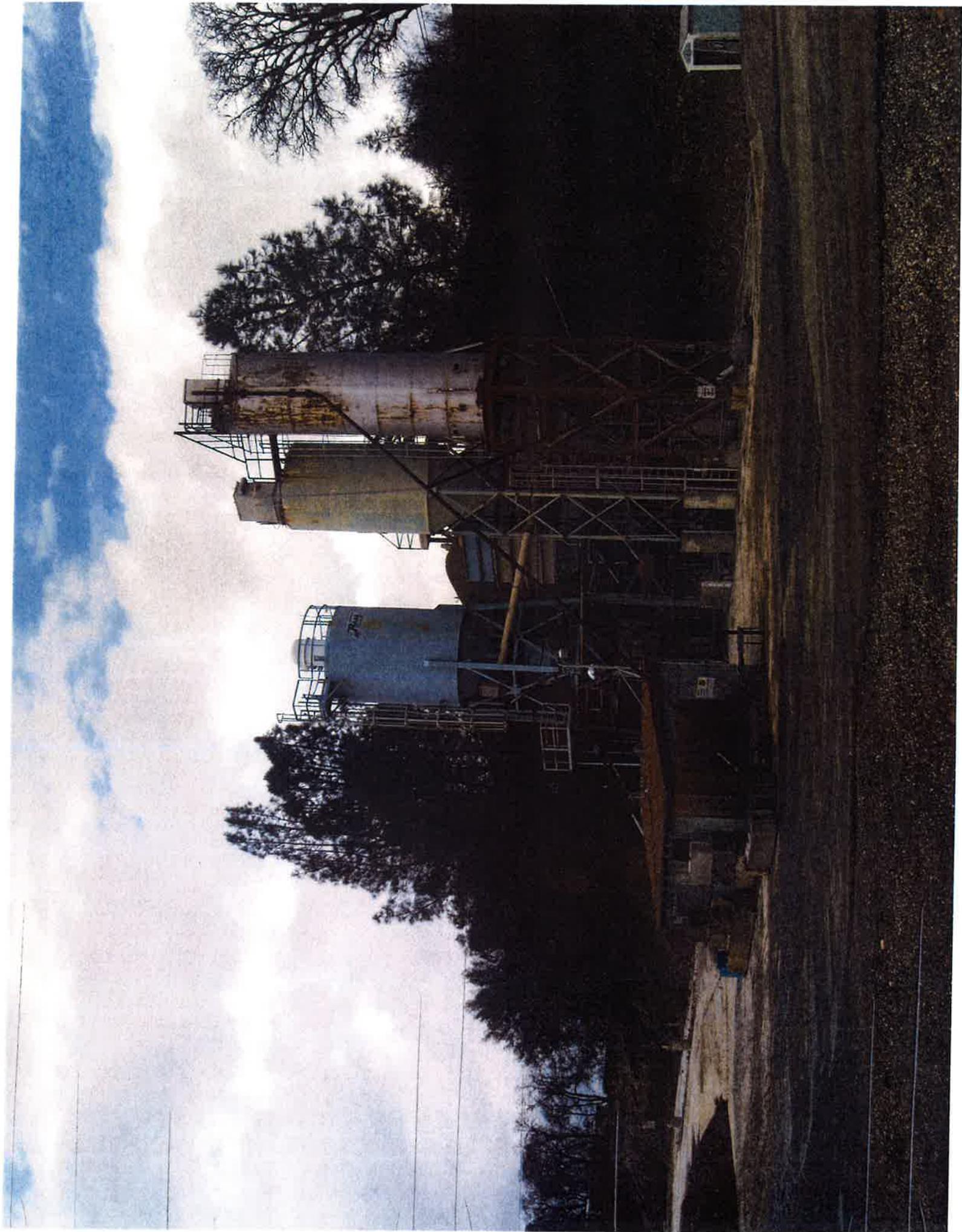
We believe that reusing the site as a residential community is much more compatible with the neighborhood, consistent with the Humbug-Willow Creek Design Guidelines and will enhance the surrounding community.

Attachment 18  
Site Photographs

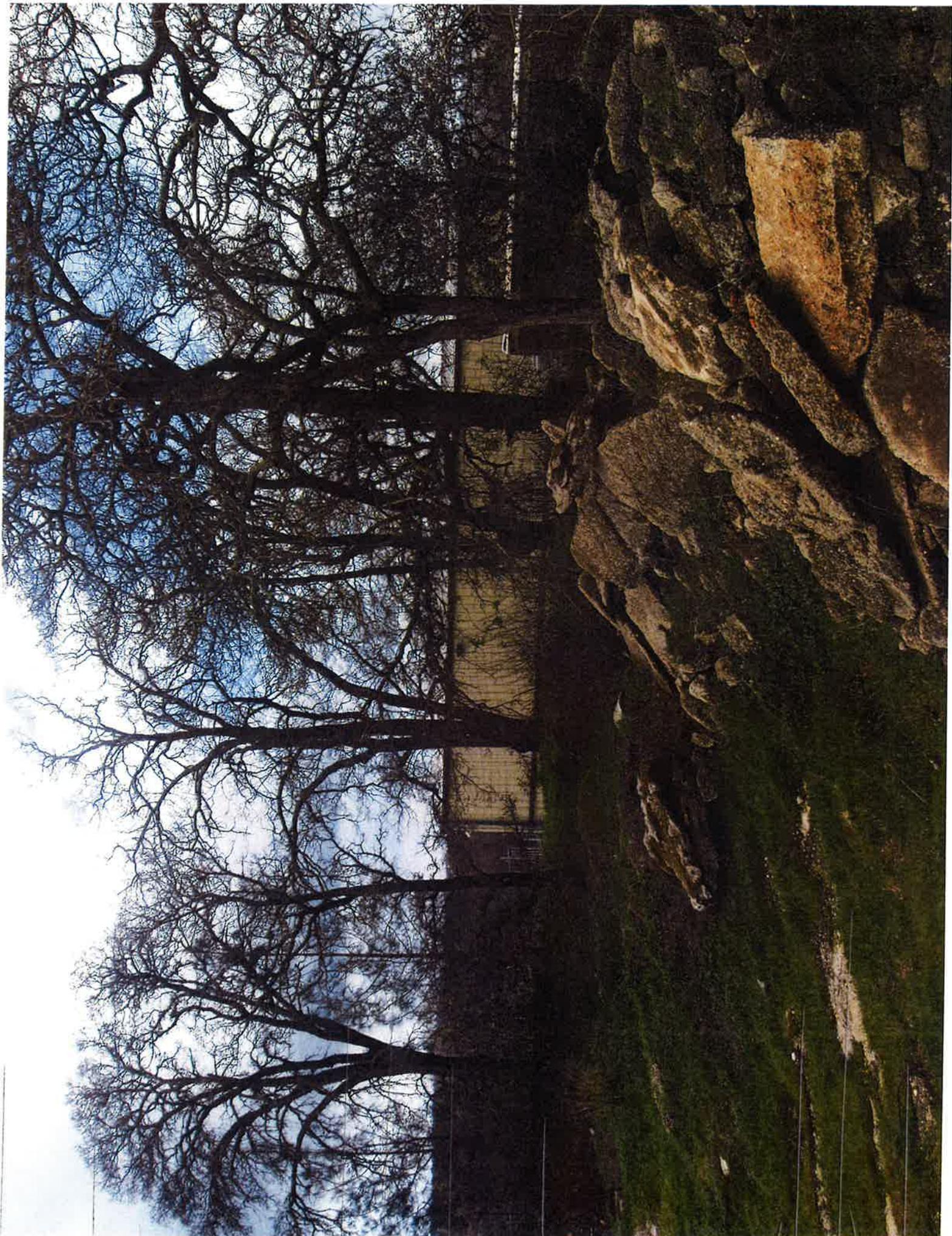














**PLANNING COMMISSION STAFF REPORT**

<b>PROJECT TITLE</b>	1010 East Bidwell Street Commercial Design Review
<b>PROPOSAL</b>	Request for Commercial Design Review Approval for exterior modifications to an existing 32,300-Square-Foot Commercial Building (former Mervyn's Store)
<b>RECOMMENDED ACTION</b>	Approve, based upon findings and subject to conditions of approval
<b>OWNER/APPLICANT</b>	Thomas Folsom, LLC/SKW Architects
<b>LOCATION</b>	1010 East Bidwell Street (Folsom Square Shopping Center)
<b>SITE CHARACTERISTICS</b>	The 6.7-acre project site is fully developed with a 77,250-square-foot commercial building (includes Home Goods and Jo-Ann Fabric and Crafts) and associated site improvements including parking, lighting, and landscaping
<b>GENERAL PLAN DESIGNATION</b>	CCD (Central Commercial Mixed-Use District)
<b>ZONING</b>	C-2 PD (Central Business, Planned Development District)
<b>ADJACENT LAND USES/ZONING</b>	North: Single-Family Residential Development (R-1-M) South: Folsom Square Shopping Center (C-2 PD) with East Bidwell Street Beyond East: Folsom Square Shopping Center (C-2 PD) with Blue Ravine Road Beyond

West: Montrose Drive with the Lowe's Shopping Center (C-2 PD) Beyond

**PREVIOUS ACTION**

Approval of a Commercial Design Review Application for exterior modifications to the existing 77,250-square-foot commercial building (former Mervyn's Store) by the Planning Commission on May 18, 2011 (PN 11-136)

**FUTURE ACTION**

Issuance of Building Permits

**APPLICABLE CODES**

FMC 17.06, Design Review  
FMC 17.22, Commercial Land Uses

**ENVIRONMENTAL REVIEW**

The project is categorically exempt under Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA)

**ATTACHMENTS**

1. Vicinity Map
2. Site Plan, dated May 23, 2017
3. Exterior Elevations, dated May 23, 2017
4. Color Elevations, dated May 8, 2017
5. Site Photographs

**PROJECT PLANNER**

Josh Kinkade, Assistant Planner

**BACKGROUND**

On May 18, 2011, the Planning Commission approved a Commercial Design Review application (PN 11-136) for exterior modifications to an existing 77,250-square-foot commercial building (former Mervyn's Store) located within the Folsom Square Shopping Center at 1010 East Bidwell Street. The approved exterior modifications included remodeling the building façade, installing a new storefront system, and repainting the entire building. In June, 2011, demising walls were constructed within the 77,250-square-foot commercial building to create three separate tenant spaces. Subsequently, two of these tenant spaces were occupied by the Home Goods Store (approximately 28,500 square feet) and the Jo-Ann Fabric and Crafts Store (Approximately 16,550 square feet) respectively. The remaining 32,300 square feet of tenant space has been vacant since that time.

**APPLICANT'S PROPOSAL**

The applicant, SKW Architects, is requesting Commercial Design Review approval for exterior modifications to an existing 32,300-square-foot commercial building (side elevation of former Big Lots Store) located within the Folsom Square Shopping Center at 1010 East Bidwell Street. The proposed exterior modifications primarily involve installing a new storefront entry on the side or western building elevation facing Montrose Drive. The proposed storefront, which includes glass entry doors and windows, features an elevated façade and crown-style trim cap.

Proposed building materials include a pre-finished grey steel cantilevered canopy over the storefront, tempered glass windows and doors, accent tiles, stucco, and split-face block along the bottom. The proposed colors and materials would match the existing building, and the split-face block would be continued along the bottom of the building. It is important to note that the proposed storefront is the only architectural modification to the existing commercial building, and that no changes or alterations are proposed for the remaining portions of the 32,300-square-foot building. It is also worth noting that proposed project will result in two new accessible parking stalls on the west elevation (facing the proposed storefront).

### **ARCHITECTURE / DESIGN**

As described earlier within this report, the proposed project includes a number of architectural enhancements to the existing 32,300-square-foot commercial building located at 1010 East Bidwell Street. The most notable change to the design of the building is the introduction of a new storefront system on the side building elevation on the west. The storefront system, which includes tempered glass entry doors and windows, is highlighted by an elevated building façade and crown-style trim cap, and split-face block along the bottom. Proposed building materials, which are intended to match the building materials and colors on the adjacent buildings, include a pre-finished grey steel cantilevered canopy over the storefront, tempered glass windows and doors, accent tiles, stucco, and split-face block.

Architectural design guidelines were established for the Folsom Square Shopping Center as part of the Planned Development Permit which was approved by the Planning Commission in 1990. The intent of the Folsom Square Design Guidelines is not to limit individual creativity, but rather to create a framework for a strong collective statement. Color and materials, architectural form, roof lines, and other design details are intended to provide continuity. As a result, the Design Guidelines emphasize the following areas relative to architecture and design:

- Building forms should be of simple geometry. Predominant design elements shall include rectangular forms with strong horizontal roof lines.
- The primary building materials, particularly wall planes, should be concrete, steel, masonry, or stucco; with stone, tile masonry, or cast concrete forms.
- The predominant building color should be of light earth tones or warm gray.
- Recesses that create interplay of light and shadow, covered walkways, colonnades, arcades, overhangs, and openings that create interest are encouraged.
- The appropriate use of awnings, arcades, trellises, or other shade structures is strongly encouraged.
- The predominant use of flat roofs is preferred.

In reviewing the architecture and design of the proposed building modifications, City staff determined that the applicant generally incorporated a number of the required design elements recommended by the Folsom Square Design Guidelines including the use of simple geometric building forms, a prominent entry feature that creates visual interest, columns and cornice

elements that create shadow effects, appropriate building materials, and subtle earth tone colors. Staff also determined that the proposed project utilizes materials and colors that are complimentary to the other commercial buildings within the Folsom Square Shopping Center, including the Target store, Home Goods, and Jo-Ann Fabric and Crafts, which are all contiguous (east) to the project site. The west building elevation on which the improvements are proposed does not have any existing store frontage, but does include a large 100-foot trellis and arbor. This element is proposed to largely be taken over by the new storefront. However, the applicant proposes to retain approximately 30 feet of this trellis and arbor to the south of the storefront.

Staff finds that the proposed project complies with the overall design of the Folsom Square Shopping Center, and that the proposed colors, materials and architecture are compatible that of the existing building. Furthermore, the C-2 (PD) zoning is compatible with the CCD General Plan designation, putting the proposed project in compliance with the City of Folsom General Plan.

### **SIGNAGE**

The applicant is not proposing any signage with this particular Commercial Design Review application. It is important to note that the wall sign shown on the submitted building elevations is not part of this submittal package. Signage is subject to the sign criteria established within the Folsom Square Planned Development Guidelines to ensure uniformity and consistency of signage for the entire development. There is currently no signage on the west elevation of the building. Staff recommends that all future signs for the project comply with the Folsom Municipal Code and the Sign Criteria established within the Folsom Square Planned Development Guidelines. The applicant has stated that the proposed business hours would go until 11:00 p.m. Due to the presence of residences generally to the north of the proposed storefront, staff is recommending that signage lighting on the west side of the building be turned off after 11:00 p.m. to minimize potential light and glare impacts. Condition No. 11 is included to reflect these requirements.

### **LANDSCAPING**

The applicant is not proposing to install any new landscaping with this project. Three existing landscape planters, which include a combination of shrubs and vines, will be removed to accommodate the new storefront addition. However, the applicant proposes to retain much of the existing landscaped area along the west elevation.

### **ENERGY CONSERVATION**

The applicant is subject to the California Energy Standards as stated in Title 24 of the Uniform Building Code. The exterior building lighting will be required to achieve energy-efficient standards and the lighting will also need to be equipped with a timer or photo condenser. Condition No. 12 is included to reflect this requirement.

### **ENVIRONMENTAL REVIEW**

The project is categorically exempt under Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA).

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

MOVE TO APPROVE COMMERCIAL DESIGN REVIEW PN 17-178 FOR EXTERIOR MODIFICATIONS TO AN EXISTING 32,300-SQURE-FOOT COMMERCIAL BUILDING

LOCATED AT 1010 EAST BIDWELL STREET WITHIN THE FOLSOM SQUARE SHOPPING CENTER AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 4 WITH THE FOLLOWING FINDINGS AND CONDITIONS OF APPROVAL (NO. 1-18).

**GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE OF THE CITY, AND THE FOLSOM SQUARE DESIGN GUIDELINES.

**CEQA FINDING**

- C. THE PROJECT IS CATEGORICALLY EXEMPT UNDER SECTION 15301 EXISTING FACILITIES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

**DESIGN REVIEW FINDINGS**

- D. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN AND ANY APPLICABLE SPECIFIC PLANS (FOLSOM SQUARE SHOPPING CENTER PLANNED DEVELOPMENT GUIDELINES) AND ZONING ORDINANCES.
- E. THE PROJECT IS IN CONFORMANCE WITH ANY PROJECT-SPECIFIC DESIGN GUIDELINES AND STANDARDS APPROVED THROUGH THE PLANNED DEVELOPMENT PERMIT PROCESS OR SIMILAR REVIEW PROCESS.
- F. THE PROJECT PROVIDES COMPATIBILITY OF BUILDING MATERIALS, TEXTURES AND COLORS WITH SURROUNDING DEVELOPMENT AND CONSISTENCY WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

Submitted,  


---

DAVID E. MILLER, AICP  
Community Development Director

**CONDITIONS**

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

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

**CONDITIONS OF APPROVAL FOR  
1010 EAST BIDWELL STREET COMMERCIAL DESIGN REVIEW  
(PN 17-178)**

	Mitigation Measure	When Required	Responsible Department
1.	<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• Site Plan, dated May 23, 2017</li> <li>• Exterior Elevations, dated May 23, 2017</li> <li>• Color Elevations, dated May 8, 2017</li> </ul>	B	CD (P)(E)
2.	<p>This project approval is for Commercial Design Review which includes exterior modifications to an existing 32,300-square-foot commercial building located at 1010 East Bidwell Street within the Folsom Square Shopping Center, as shown on the above-referenced plans. Modifications may be made to the above-referenced plans to respond to site-specific conditions of approval as set forth herein.</p> <p>Building plans and any required civil engineering 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>	B	CD (P)(E)(B)
3.	<p>The project approval granted under this staff report shall remain in effect for one year from final date of approval (June 21, 2018). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	B	CD (P)

**CONDITIONS OF APPROVAL FOR  
1010 EAST BIDWELL STREET COMMERCIAL DESIGN REVIEW  
(PN 17-178)**

Mitigation Measure		When Required	Responsible Department
4.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>			
5.	The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
6.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P) (E)

**CONDITIONS OF APPROVAL FOR  
1010 EAST BIDWELL STREET COMMERCIAL DESIGN REVIEW  
(PN 17-178)**

	Mitigation Measure	When Required	Responsible Department
7.	If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans or beginning inspection, whichever is applicable.	B	CD (P)(E)
8.	This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Quimby, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations, or other exactions imposed on this project has begun. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
9.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
10.	The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

**SITE DEVELOPMENT REQUIREMENT**

11.	All signs for the project shall comply with the Folsom Municipal Code and the Sign Criteria established for the Folsom Square Planned Development Guidelines. Sign lighting on the west side of the building shall be turned off after 11:00 p.m.	B	CD (P)
12.	Final exterior building lighting plans (if applicable) shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way. Lighting shall be equipped with a timer or photo condenser.	B	CD (P)

**ARCHITECTURE/DESIGN REQUIREMENT**

13.	Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features to the satisfaction of the Community Development Director.	B	CD (P)
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**NOISE REQUIREMENT**

14.	Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction equipment shall be muffled and shrouded to minimize noise levels.	B	CD (P)(E)
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**FIRE DEPARTMENT REQUIREMENT**

15.	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 improved by the Fire Marshal.	B	FD
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**POLICE/SECURITY REQUIREMENTS**

		B	PD
16.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none"> <li>• A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings).</li> <li>• Security measures for the safety of all construction equipment and unit appliances shall be employed.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>		
17.	<p>All store deliveries, including light and heavy duty truck operations, shall be limited to daytime hours (7:00 a.m. to 10:00 p.m.). Trucks parking in the loading bay by 10:00 p.m. but unable to load and depart before 10:00 p.m. shall be restricted from leaving the loading dock until 7:00 a.m. the following morning. In addition, unloading activities associated with the loading dock area are limited to the hours of 7:00 a.m. to 10:00 p.m.</p>	OG	CD (P)
18.	<p>Compliance with Noise Control Ordinance and General Plan Noise Element shall be required.</p>	OG	CD (P)

# Attachment 1

## Vicinity Map



## Attachment 2

Site Plan, dated May 23, 2017



## Attachment 3

Exterior Elevations, dated May 23, 2017

**STAFFORD  
KING  
WIESE  
ARCHITECTS**



622 20TH STREET  
SACRAMENTO, CALIFORNIA 95811  
916.530.5900  
www.skw-architects.com

MATERIAL AND COLOR SCHEDULE		
MATERIAL	MANUFACTURER	COLOR/BOTTLE
1 PAINT-CEMENT PLASTER		TO MATCH EXISTING
2 PAINT-CEMENT PLASTER		TO MATCH EXISTING
3 PAINT-MULTI FACE CHU		TO MATCH EXISTING
4 PAINT-MULTI FACE CHU		TO MATCH EXISTING
5 PAINT-COPING		TO MATCH EXISTING
6 ACCENT TILES		TO MATCH EXISTING
7 IN SILENCES		TO MATCH EXISTING
8 PAINT EXTERIOR DOOR		TO MATCH EXISTING
9 TO MATCH METALLIC / ALUMINUM		TO MATCH EXISTING
10 IMPERMEABLE GYPSUM PANEL CANTILEVERED CANOPY		TO MATCH EXISTING

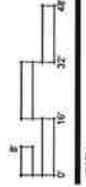
NOTE: SCHEDULE NOT A PART OF THIS APPLICATION.



THOMAS PROPERTIES  
3100 MARKET STREET, #6  
WALNUT CREEK, CA

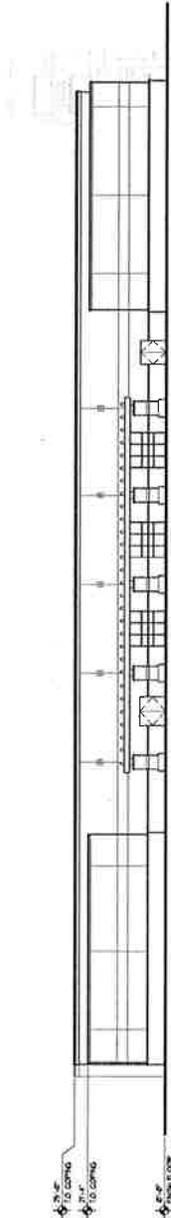
POLSON SQUARE  
PROPOSED TENANT 1  
1010 E. BIDWELL STREET  
POLSON, CA 95620

SCALE: 1/16" = 1'-0"



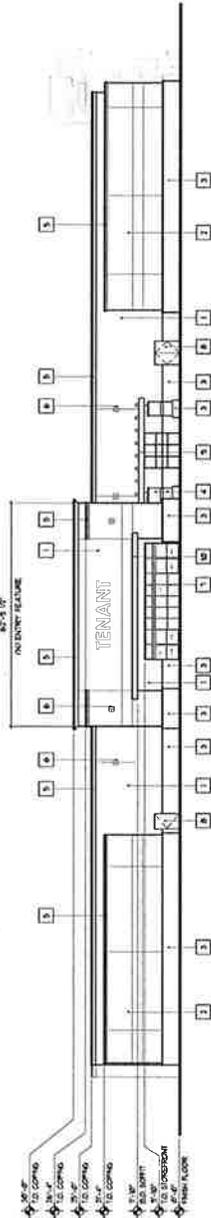
**EXTERIOR  
ELEVATIONS**

DATE: 11/11/11	SCALE: 1/16" = 1'-0"
PROJECT: POLSON SQUARE	NO. 1010 E. BIDWELL STREET, POLSON, CA 95620
ARCHITECT: STAFFORD KING WIESE ARCHITECTS	PROJECT NO. SKW-11-001
DATE: 11/11/11	SCALE: 1/16" = 1'-0"
A3.0	



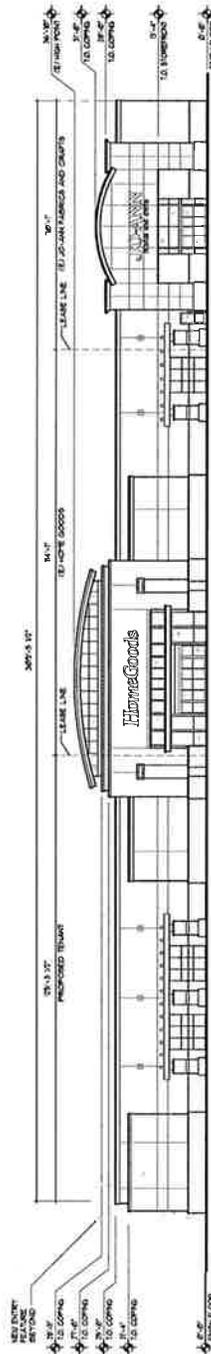
**WEST ELEVATION (EXISTING)**

SCALE: 1/16" = 1'-0"



**WEST ELEVATION (PROPOSED)**

SCALE: 1/16" = 1'-0"



**SOUTH ELEVATION**

SCALE: 1/16" = 1'-0"

(NO CHANGES PROPOSED TO SOUTH ELEVATION)

## Attachment 4

Color Elevations, dated May 8, 2017



PROPOSED SIDE (WEST) ELEVATION



# FOLSOM SQUARE

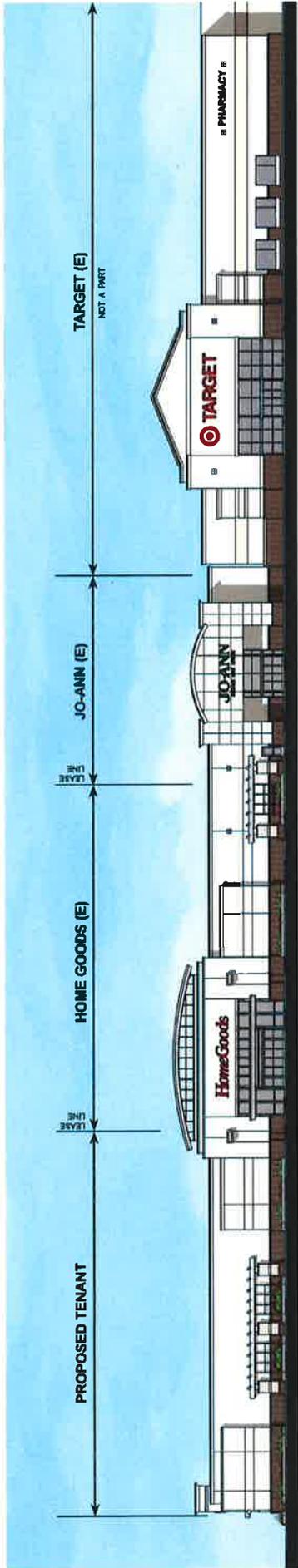
1010 E. Bidwell Street, Folsom, CA

May 8, 2017

STAFFORD KING WIESE  
ARCHITECTS



SKW #04988.00



PROPOSED FRONT (SOUTH) ELEVATION



# FOLSOM SQUARE

1010 E. Bidwell Street, Folsom, CA

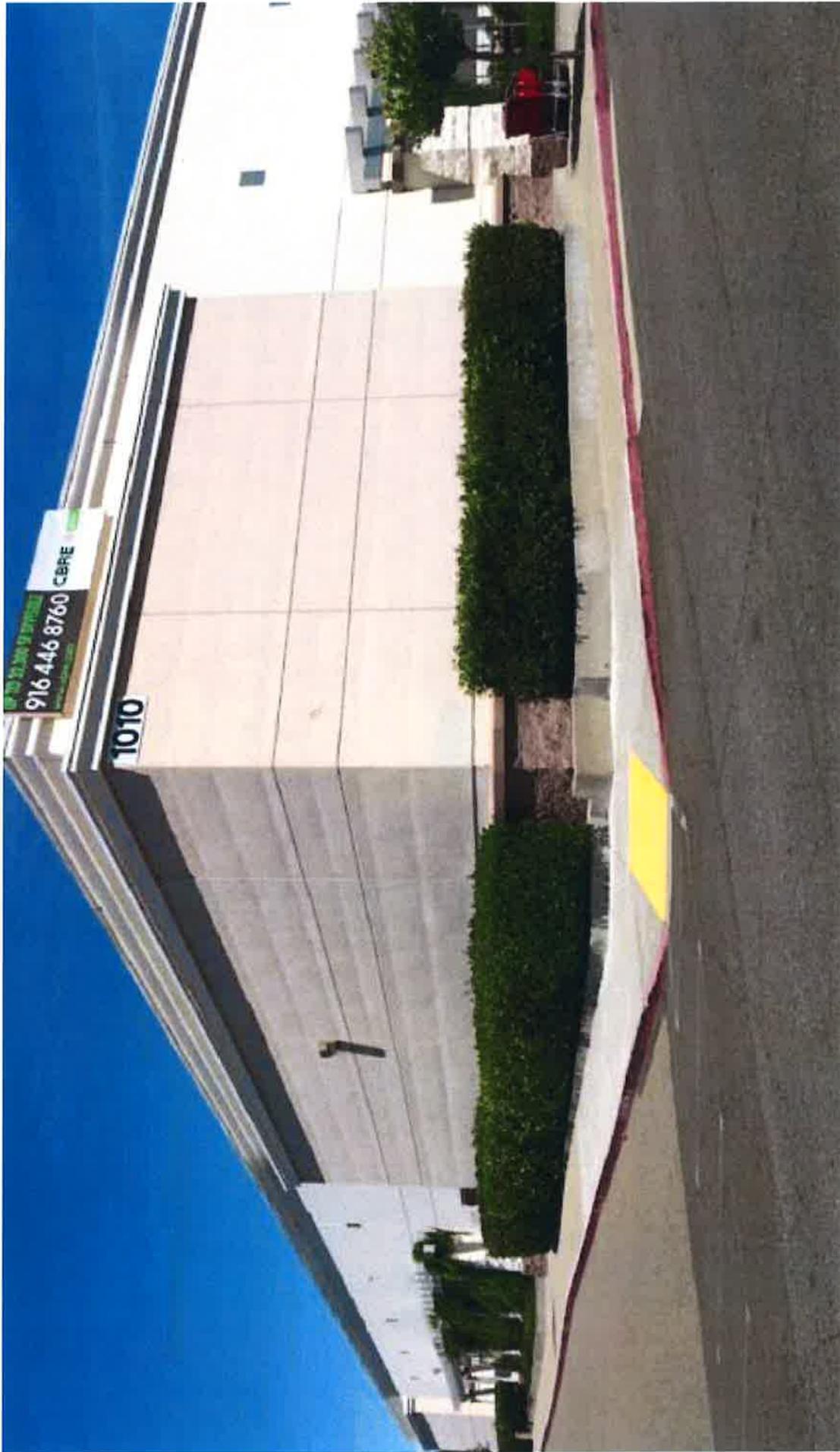
May 8, 2017

STAFFORD KING WIESE  
ARCHITECTS



SKW #04988.00

Attachment 5  
Site Photographs







**PLANNING COMMISSION STAFF REPORT**

<b>PROJECT TITLE</b>	Harvest Subdivision Planned Development Permit Modification
<b>PROPOSAL</b>	Request for approval of a Planned Development Permit Modification for design review of six master plans and minor modifications to the development standards associated with the previously-approved 116-unit Harvest Subdivision
<b>RECOMMENDED ACTION</b>	Approve, based upon findings and subject to conditions
<b>OWNER/APPLICANT</b>	Lewis Land Developers/Cal Atlantic Homes
<b>LOCATION</b>	The 46.9-acre project site is located on the east side of East Natoma Street between the Empire Ranch Golf Course entrance and Bowen Drive (1680 East Natoma Street)
<b>SITE CHARACTERISTICS</b>	The project site includes an intermittent tributary of Willow Creek that crosses the site from north to south. The topography of the site is moderately steep southeast of the tributary and less steep west of the drainage area. An approximately 600-foot segment of the abandoned Natoma Ditch parallels East Natoma Street on the west side of the site. Vegetation consists of primarily non-native grassland and scattered oaks in the upland areas and cattails, willows, cottonwood, and Himalayan blackberry growing in the intermittent creek and ditch.
<b>GENERAL PLAN DESIGNATION</b>	SF (Single Family)
<b>ZONING</b>	R-1-M PD (Single-Family Small Lot, Planned Development District)

**ADJACENT LAND USES/ZONING**

- North: Empire Ranch Golf Course (SP 92-3/OSC) with Haddington Drive and Single-Family Residential Development Beyond
- South: Hazel McFarland Park (SP 92-3/OSC) and Single-Family Residential Development (SP 92-3/R-1-M) with Empire Oaks Elementary and Single-Family Residential Development Beyond
- East: Empire Ranch Golf Course (SP 92-3/OSC) with Single-Family Residential Development and Galston Drive Beyond
- West: East Natoma Street with Single-Family Residential Development (SP 93-3) Beyond

**PREVIOUS ACTION**

City Council Approval of a Rezone, Vesting Tentative Subdivision Map, Vesting Tentative Parcel Map, and Planned Development for the Harvest Subdivision project (PN 14-273) on April 14, 2015 and City Council Approval of a Vesting Tentative Subdivision Map Extension and Planned Development Permit Extension for the Harvest Subdivision project (PN 17-128) on May 23, 2017

**FUTURE ACTION**

Approval of the Final Map and Issuance of Building Permits

**APPLICABLE CODES**

- FMC 17.06, Design Review
- FMC 17.13, R-1-M, Residential, Single-Family Dwelling, Small Lot District
- FMC 17.38, Planned Development District

**ENVIRONMENTAL REVIEW**

A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Harvest Subdivision Project (PN 14-273) on April 14, 2015 in accordance with the California Environmental Quality Act (CEQA)

## **ATTACHED REFERENCE MATERIAL**

1. Vicinity Map
2. Site Plan, dated February 10, 2015
3. Conceptual Development Plan Mix
4. Color Street Scene, dated March 31, 2017
5. Building Articulation Plan, dated May 24, 2017
6. Building Elevations, dated March 31, 2017
7. Floor Plans, dated March 31, 2017
8. Harvest Subdivision Community Design Guidelines and Development Standards
9. Site Photographs

## **PROJECT PLANNER**

Steve Banks, Principal Planner

## **BACKGROUND**

On April 14, 2015, the City Council approved a Rezone, Vesting Tentative Subdivision Map, Vesting Tentative Parcel Map, and Planned Development Permit for development of a 116-unit single-family residential subdivision (Harvest Subdivision) on a 46.9-acre site located at 1680 East Natoma Street. On May 23, 2017, the City Council approved a Vesting Tentative Subdivision Map Extension and Planned Development Permit Extension for development of the aforementioned Harvest Subdivision project. On May 29, 2017, grading activities commenced on the project site including the relocation and preservation of the building materials from the granite-block storage building associated with the former Broder Ranch.

## **APPLICANT'S PROPOSAL**

The applicant, Cal Atlantic Homes, is requesting approval of a Planned Development Permit Modification for architectural and design review of six (6) single-family residential master plans for the Harvest Subdivision project. The product design features six individual master plans with up to 18 total building elevation options. The proposed homes, which include one single-story master plan and five two-story master plans, range in size from 2,400 to 3,768 square feet (3BR/3BA to 4BR/4.5) and include an attached two or three-car garage. The design of the proposed single-family residences feature four classic architecture styles (French Country, Italianate, Spanish, and Traditional Farmhouse) with a variety of unique design elements including varied roof shapes and forms, structured massing, arched forms, covered front entries, columns, enhanced trim, gable end details, outlookers, decorative shutters, recessed windows, and altered window sizes. Proposed building materials include stucco siding, board and batten siding, stone veneer, limestone veneer, brick veneer, stucco trim, concrete roof tiles, foam window trim, wood shutters, and decorative metal design elements. Primary colors are generally earth tone with richer trim and accent colors. It is important to note that there are 16 distinct color and material packages available for the master plans.

The applicant is also requesting approval of a Planned Development Permit Modification to alter the development standards previously established for the Harvest Subdivision project relative to the required front yard setback and the maximum allowable building or lot coverage. Specifically, the applicant is requesting approval to reduce the front yard setback for front living areas, porches, and side-facing garages from 20 feet to 13 feet (approximately 50% of the homes would utilize the 13-foot front yard setback). The front yard setback for front-facing garages would remain at 20 feet. In addition, the applicant is requesting approval to increase the maximum lot coverage for single-story homes within the development from 35% to 53% and also to increase lot coverage for two-

story homes from 35% to 52%. No changes or modifications are proposed with respect to lot area, lot width, side yard setbacks, rear yard setbacks, or building height.

**PLANNED DEVELOPMENT PERMIT**

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The applicant’s intent, in this particular case, is to provide an “executive style” product that takes advantage of the nearby recreational opportunities including the Empire Ranch Golf Course, McFarland Park, and the Humbug-Willow Creek trail system. In this case, the word “executive style” is a marketing term for an upscale, relatively large and well-appointed single family residence. In reviewing the applicant’s request for approval of a Planned Development Permit, staff considered a variety of factors including existing development standards, proposed development standards, and architecture/design.

**Development Standards**

Development standards were established for the Harvest Subdivision in 2015 as part of approval of the original Planned Development Permit. At that time, it was noted in the Planning Commission Staff Report that it was likely that the development standards for the project would be modified when a specific home builder was selected and the architecture and design for the residences was established. Subsequently, a home builder (Cal Atlantic Homes) for the Harvest Subdivision was selected and architectural details were submitted as part of the subject application.

The applicant’s intent with the subject application is to create a unique set of development standards for the Harvest Subdivision that will accommodate development of 116 “executive style” single-family detached homes in a private gated setting within the context of the overall 46.9-acre project site. The following table outlines the development standards established by the Folsom Municipal Code for the R-1-M zoning district, the existing development standards for the Harvest Subdivision, and the proposed development standards for the Harvest Subdivision:

<b>Harvest Subdivision Development Standards Table</b>							
	<b>Lot Area</b>	<b>Lot Width</b>	<b>Building Coverage</b>	<b>Front Yard Setback</b>	<b>Rear Yard Setback</b>	<b>Side Yard Setback</b>	<b>Building Height Limit</b>
<b>R-1-M Development Standards</b>	6,000 s.f.	60 feet	35%	20 feet	20 feet	5 feet and 11 feet	35 feet
<b>Approved Development Standards</b>	6,000 s.f.	60 feet	35%	20 feet	20 feet	5 feet and 5 feet	35 feet
<b>Proposed Development Standards</b>	6,000 s.f.	60 feet	53% (One-Story) 52% (Two-Story)	13 feet	20 feet	5 feet and 5 feet	35 feet

As shown on the development standards table, the proposed project meets the standards established for the single-family small-lot district (R-1-M) with respect to lot area, lot width, rear yard setback, and building height limit. The proposed project does deviate from the development standards established by the Folsom Municipal Code for the R-1-M zoning district by reducing the front yard setback from 20 feet to 13 feet (for front living areas, porches, and side-facing garages), reducing one of the side yard setbacks from 11 feet to 5 feet, and increasing the maximum building or lot

coverage from 35% to 52% (two-story) and 53% (one-story) respectively. The applicant has indicated that the modifications to the development standards are intended to provide for greater articulation and interest in the street scene (see Attachment 5), which will result in a more favorable pedestrian experience along the streets within the subdivision. The applicant also states that the varying setbacks in the front yard combined with different garage orientations (forward facing, split, and turn-in) will add to the architectural interest of the street scene. In addition, applicant notes that the previously-approved Harvest Design Guidelines facilitated the house-forward concept by recommending that primary living areas are visually dominate to the street scene, encouraging varying projections creating many points of interest along the street, and most notably that garages be off-set behind living spaces for a more pedestrian friendly streetscape.

Overall, the proposed development standards for the Harvest Subdivision project are fairly consistent with the development standards established for the R-1-M zoning district and the development standards established for the surrounding residential neighborhoods within the Empire Ranch and Parkway subdivisions. For example, the individual lots within the proposed subdivision range from 6,000 S.F. to 22,000 S.F. with an average lot size of 8,246 S.F., which is substantially consistent with other residential development in the immediate project area. As a result, staff has determined that the proposed project meets the intent, purposes, and standards set forth in the Planned Development District (FMC Section 17.38).

In evaluating the request to modify the development standards established for the Harvest Subdivision project, staff also took into consideration the context of the proposed changes relative to development of the overall project site. As mentioned in the project description, the project includes development of 116 single family homes on a 46.9-acre (2.47 units per acre). The approved land use plan for the project includes preservation of over 12 acres of open space to ensure retention of native trees, olive orchards, and riparian areas. In addition, the project includes development of a five-acre public park (Broder Family Homestead Park) that includes an interpretive history plan intended to educate the public about the historic resources associated with property. In order to preserve the aforementioned open space areas and natural resources, the applicant had to limit the development to only 116 single family residential lots. Based upon the aforementioned information, staff has determined that the proposed modifications to the development standards are justified in order to achieve the proposed “executive home” concept and maintain an economic equilibrium within the overall project.

### **Architecture and Design**

The Harvest Community Design Guidelines and Development Standards (Attachment 8) were established in 2015 as part of the original project approval. The Design Guidelines identify up to six (6) potential unique architectural styles that are envisioned being implemented within the proposed subdivision including: American Traditional, Craftsman, California Ranch, Monterey, and Spanish Colonial. In relation to architectural building design, the Design Guidelines focus on creating an interesting streetscape that will enhance the overall character of the subdivision. To assist in creating visual interest, the Design Guidelines provide specific guidance in in terms of building forms, building massing, building height, roofscape, elevations, architectural details, entryways, door and windows, architectural lighting, building materials, building colors, and building finishes.

The applicant is proposing six unique single-family residential master plans for the Harvest Subdivision whose design is based upon four classic architecture styles identified in the aforementioned Design Guidelines including French Country, Italianate, Spanish, and Traditional Farmhouse. Inspired by Harvest's California Ranch theme and the required elements characteristic of that style, the French Country (Attachment 6) design reflects the same, strong horizontal massing, combination of gable and hipped roofs, shake roof tile, stucco-dominate façades, porch verandas, and exposed rafters and corbel details. The French Country design marries a country style with the elegance of a French manor, mirroring Harvest's palette of California and Mediterranean vernaculars represented within the Design Guidelines. Stone elements blend with stucco and siding accents, while front porches are highlighted with graceful column details. Although veering slightly from the California Ranch vernacular, the aesthetic belongs to ranch, country locale and adheres to the overall vision for the Harvest Subdivision with a style that is equally California and European in nature.

Reflecting Harvest's Italianate required characteristics, the Italianate design (Attachment 6) is sophisticated and structured in its massing. The building form is complemented by a dominate, cross-hipped roof, furthering the dignified impression. Reinforcing the refined nature of this style, porch openings and window surrounds are clean, and rectangular, adding to the strength of the form. Building accents of clean limestone evoke the style's Italian Renaissance origins and leave a stately impression. The Italianate design mirrors the form, fenestration, and essential, required details of the style and evokes the formal elegance characteristic of this aesthetic.

Artfully employing the required essential elements of Harvest's Spanish Colonial design (Attachment 6), the Spanish building elevations reflect the same style characteristics: dominant stucco facades, simplistic massing with single story elements at two-story masses, 4:12 pitched roofs with uncomplicated gables, and arched forms at entries. Additionally, barrel tiled roofs, tumbled brick elements, decorative tile, and wrought iron detailing all combine, further evoking the heritage and charm of early California's most notable style. Overall, the Spanish style fully embraces the Design Guideline's style requirements and embodies the quintessential character of the vernacular.

Harvest's Farmhouse design (Attachment 6) embodies a true American style, influenced by Cape Cod and New England's Colonial and Farmhouse vernaculars. Drawing from this inspiration, while incorporating elements of California's Farmhouse facades, the Traditional Farmhouse style implements well-balanced asymmetrical massing, 5:12 roof pitches, and a mixture of stucco and siding types as necessitated by the guidelines. Additionally, the Traditional Farmhouse design incorporates slate roof tile, metal roof accents, board and batten elements, clean brick, outlookers, and sturdy, yet clean porch column detailing. Clean in its execution and warm in its material palette, the Traditional Farmhouse design reflects Harvest's inspirations for the style while speaking to its Californian locale.

In reviewing the architecture and design of the proposed project, staff determined that the design of the six proposed master plans (18 building elevations) is consistent with the Harvest Subdivision Design Guidelines and accurately reflect the level and type of high quality design features expected of residential development within the City. 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: varied roof shapes and forms, structured massing, arched forms, covered front entries, columns, enhanced trim, gable end details, outlookers, decorative

shutters, recessed windows, and altered window sizes. The proposed building materials (stucco siding, board and batten siding, stone veneer, limestone veneer, brick veneer, stucco trim, concrete roof tiles, foam window trim, wood shutters, and decorative metal design elements) are also consistent with the materials recommended by the Design Guidelines. In addition, the proposed project includes a distinct series of color schemes (earth-tone) which will enhance the visual interest of each of the master plans. Taking into consideration the aforementioned additional architectural details, materials, and colors, staff has determined that the design of the master plans is consistent with the design principles established by the Harvest Subdivision Design Guidelines. Staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for six, one and two-story master plans (four building elevations) for the Harvest Subdivision. The applicant shall submit building plans that comply with this approval, the attached building elevations dated March 31, 2017.
2. The design, materials, and colors of the proposed Harvest Subdivision single-family residential units shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department
3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same elevation style, side-by-side, or across the street from each other.
4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.
5. Decorative light fixtures shall be added to the front and rear building elevation of each master plan to the satisfaction of the Community Development Department.
6. A minimum of two trees (one street tree and one accent tree) shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

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

#### **ENVIRONMENTAL REVIEW**

A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Harvest Subdivision Project (PN 14-273) project on April 14, 2015 in accordance with the California Environmental Quality Act (CEQA). Staff has determined that no new impacts will result from this project that was not already considered with the previous approval. No further environmental review is required.

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

MOVE TO APPROVE THE PLANNED DEVELOPMENT PERMIT MODIFICATION FOR DESIGN REVIEW OF SIX MASTER PLANS AND MINOR MODIFICATIONS TO THE DEVELOPMENT STANDARDS ASSOCIATED WITH THE PREVIOUSLY-APPROVED 116-UNIT HARVEST SUBDIVISION PROJECT AS ILLUSTRATED ON ATTACHMENTS 3 THROUGH 7 WITH THE FOLLOWING FINDINGS AND CONDITIONS (NO. 1-14).

### **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.

### **CEQA FINDING**

- C. A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM WERE PREVIOUSLY APPROVED FOR THE HARVEST SUBDIVISION PROJECT (PN 14-273) ON APRIL 14, 2015 IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). NO NEW IMPACTS WILL RESULT FROM THIS PROJECT THAT WERE NOT ALREADY CONSIDERED WITH THE PREVIOUS APPROVAL, SO NO FURTHER ENVIRONMENTAL REVIEW IS REQUIRED UNDER CEQA.

### **PLANNED DEVELOPMENT PERMIT FINDINGS**

- D. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE, OTHER APPLICABLE ORDINANCES OF THE CITY, AND THE GENERAL PLAN.
- E. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- F. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- G. THERE ARE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.

- H. 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.
- I. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.
- J. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.
- K. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

Submitted,

DAVID E. MILLER, AICP  
Community Development Director

**CONDITIONS**

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

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

**CONDITIONS OF APPROVAL FOR THE HARVEST SUBDIVISION PROJECT (PN 17-110)**  
**1680 EAST NATOMA STREET**  
**PLANNED DEVELOPMENT PERMIT MODIFICATION**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.	<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• Site Plan, dated February 10, 2015</li> <li>• Conceptual Development Plan Mix</li> <li>• Color Street Scene, dated March 31, 2017</li> <li>• Building Articulation Plan, dated May 24, 2017</li> <li>• Building Elevations, dated March 31, 2017</li> <li>• Floor Plans, dated March 31, 2017</li> <li>• Color and Materials Board</li> </ul>	B	CD (P)(E)
2.	<p>This project approval is for the Harvest Subdivision Planned Development Permit Modification, which includes design review of six master plans and minor modifications to the development standards associated with the previously-approved 116-unit Harvest Subdivision project. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p> <p>Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	I, B	CD (P)(E)(B)
3.	<p>The project approvals granted under this staff report (Planned Development Permit Modification) shall remain in effect for two years from final date of approval (June 21, 2019). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	B	CD (P)

**CONDITIONS OF APPROVAL FOR THE HARVEST SUBDIVISION PROJECT (PN 17-110)**  
**1680 EAST NATOMA STREET**

**PLANNED DEVELOPMENT PERMIT MODIFICATION**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
4.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD, NS
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>			
5.	The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
6.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	I	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE HARVEST SUBDIVISION PROJECT (PN 17-110)  
1680 EAST NATOMA STREET  
PLANNED DEVELOPMENT PERMIT MODIFICATION**

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

**ARCHITECTURE/SITE DESIGN REQUIREMENTS**

11.	<p>Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way. Building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure that they have an architecturally consistent and appropriate design.</p>	I, B	CD (P)
12.	<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for six, one and two-story master plans (four building elevations) for the Harvest Subdivision. The applicant shall submit building plans that comply with this approval, the attached building elevations dated March 31, 2017.</li> <li>2. The design, materials, and colors of the proposed Harvest Subdivision single-family residential units shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department</li> <li>3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same elevation style, side-by-side, or across the street from each other.</li> <li>4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.</li> <li>5. Decorative light fixtures shall be added to the front and rear building elevation of each master plan to the satisfaction of the Community Development Department.</li> <li>6. A minimum of two trees (one street tree and one accent tree) shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.</li> </ol>	B	CD (P) (B)

**FIRE DEPARTMENT REQUIREMENT**

13.	The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.	I	FD
-----	---	---	----

**POLICE/SECURITY REQUIREMENT**

14.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none"> <li>• A security guard shall be on-duty at all times at the site or another approved security measure shall be in place including but not limited to a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings).</li> <li>• Security measures for the safety of all construction equipment and unit appliances shall be employed.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD
-----	--	---------	----

Attachment 1

Vicinity Map



## Attachment 2

Site Plan, dated February 17, 2015

EMPIRE RANCH  
GOLF CLUB  
LOT 9  
247 BM 5  
APN 071-1210-035

EMPIRE RANCH  
GOLF CLUB  
LOT 9

THE PARKWAY  
UNIT NO. F  
297 BM 2

THE PARKWAY  
UNIT NO. G1  
300 BM 6

HAZEL MCFARLAND  
PARK  
LOT 14  
247 BM 5  
APN 071-1210-075

EMPIRE RANCH  
GOLF CLUB  
LOT 9

EMPIRE RANCH  
VILLAGE NO. 13A  
LOT 1A  
263 BM 13



0 50 100 200  
SCALE: 1"=100'

## Attachment 3

### Conceptual Development Plan Mix



**CONCEPTUAL DEVELOPMENT PLAN MIX**

COLOR KEY	TO BE CONSTRUCTED	NOT TO BE CONSTRUCTED
[Light Yellow]	4	26
[Light Orange]	2	23
[Light Green]	3	21
[Yellow]	8	27
[Light Blue]	5	27
[Light Purple]	9	29
[Blue]	Water Feature	
<b>TOTAL</b>		<b>174</b>

LOTS DESIGNATED WITH AN ASTERISK (\*) ARE 10' WIDE



CONCEPTUAL DEVELOPMENT PLAN MIX

# HARVEST

## Attachment 4

Conceptual Street Scene, dated March 31, 2017



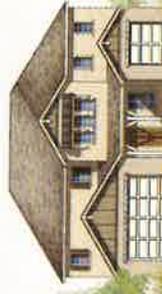
PLAN ONE  
HARRIS



PLAN TWO  
HARRIS



PLAN THREE  
HARRIS



PLAN FOUR  
HARRIS



PLAN FIVE  
HARRIS

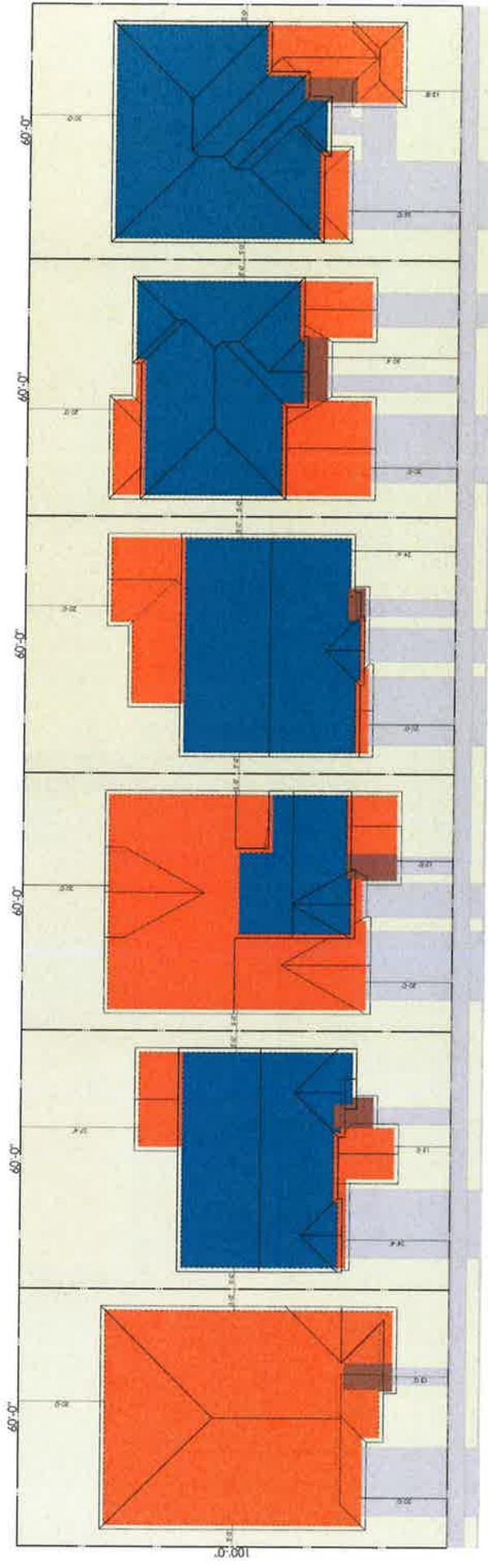


PLAN SIX  
HARRIS



## Attachment 5

Building Articulation Plan, dated May 24, 2017



**LEGEND**

Orange	FIRST STORY MASSING
Blue	SECOND STORY MASSING
Brown	COVERED FRONT PORCH (ONE STORY)
Grey	DRIVEWAY/SIDEWALK

06.06.17

CAVALANER  
ARCHITECTS

**BUILDING ARTICULATION PLAN**

**HARVEST**  
FOLSOM, CALIFORNIA



WOODLEY ARCHITECTURAL GROUP, INC.  
1111 UNIVERSITY BLVD., SUITE 100  
FOLSOM, CA 95630  
916.439.1234  
WWW.WOODLEYARCHITECTURALGROUP.COM

Attachment 6

Building Elevations, dated March 31, 2017

- MATERIAL NOTES - ELEVATION A**
1. CONCRETE
  2. STUCCO
  3. STUCCO WRAPPED FOAM IRON
  4. BRICK
  5. BRICK
  6. BRICK
  7. BRICK
  8. BRICK



ELEVATION A - SPANISH

- MATERIAL NOTES - ELEVATION B**
1. CONCRETE
  2. STUCCO
  3. STUCCO WRAPPED FOAM IRON
  4. BRICK
  5. BRICK
  6. BRICK
  7. BRICK
  8. BRICK



ELEVATION B - ITALIANATE

- MATERIAL NOTES - ELEVATION D**
1. CONCRETE
  2. STUCCO
  3. STUCCO WRAPPED FOAM IRON
  4. BRICK
  5. BRICK
  6. BRICK
  7. BRICK
  8. BRICK



ELEVATION D - TRADITIONAL FARMHOUSE

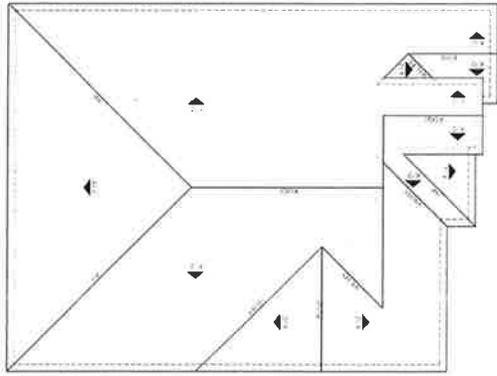
03.31.17

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ARCHITECTURAL GROUP

PLAN ONE | FRONT ELEVATIONS

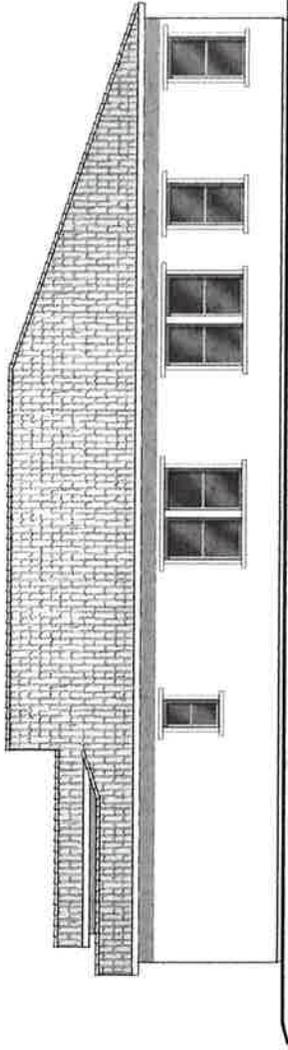
HARVEST  
FOLSOM, CALIFORNIA

woodley  
architectural  
group, inc.  
10000 FOLSOM BLVD., SUITE 100  
FOLSOM, CA 95630  
CALIFORNIA LICENSE # 40514  
TEL: 916.439.8800  
WWW.WOODLEYARCHITECTURALGROUP.COM



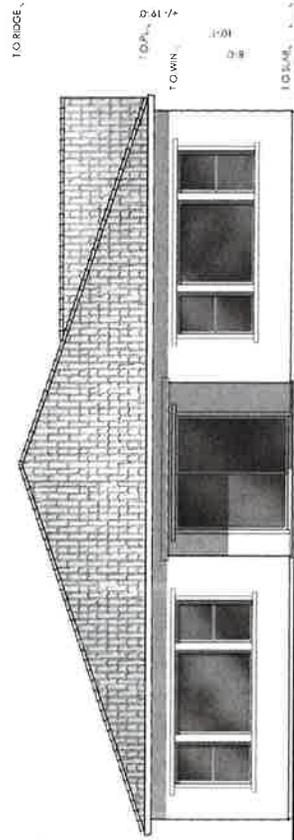
SCALE: 1/8" = 1'-0"

ROOF PLAN



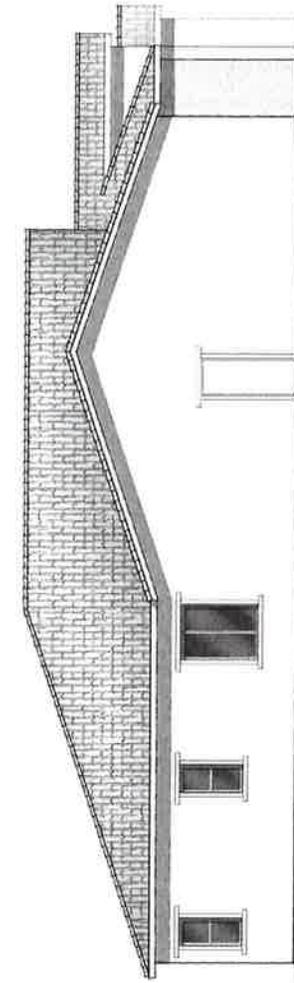
SCALE: 1/4" = 1'-0"

RIGHT ELEVATION



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

REAR ELEVATION



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

LEFT ELEVATION

03.31.17



PLAN ONE | ELEVATION 'A' - SPANISH

**HARVEST**  
**FOLSOM, CALIFORNIA**

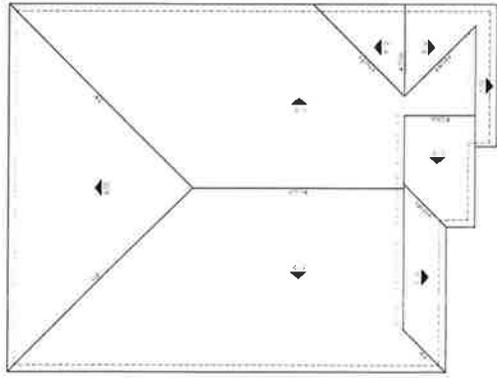
NOTE: EXISTING FOUNDATION FOOTING TO BE RECONSTRUCTED TO SUPPORT NEW FOUNDATION.

WOODLEY ARCHITECTURAL GROUP, INC. 10000 WOODLEY DRIVE, SUITE 100, FOLSOM, CA 95630. TEL: 916.450.1000. FAX: 916.450.1001. WWW.WOODLEYARCHITECTURAL.COM

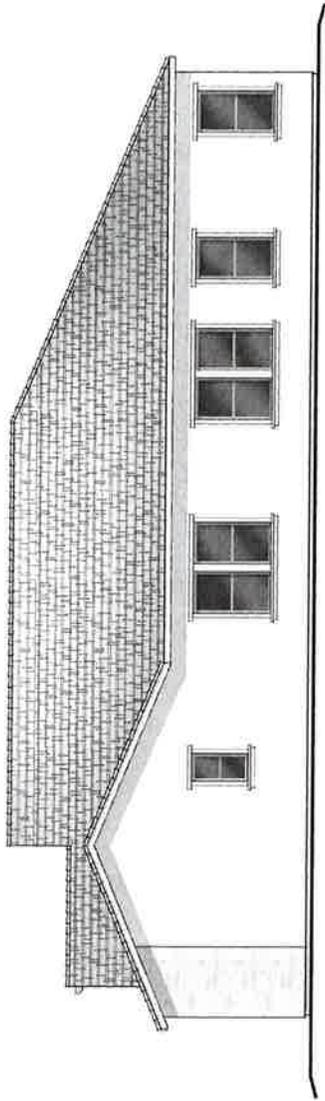


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 group, inc.  
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 littleton, CO 80120 / 303.683.7231  
 california // 2746 palmhurst st. suite A  
 san diego, CA 92108 / 619.593.9819

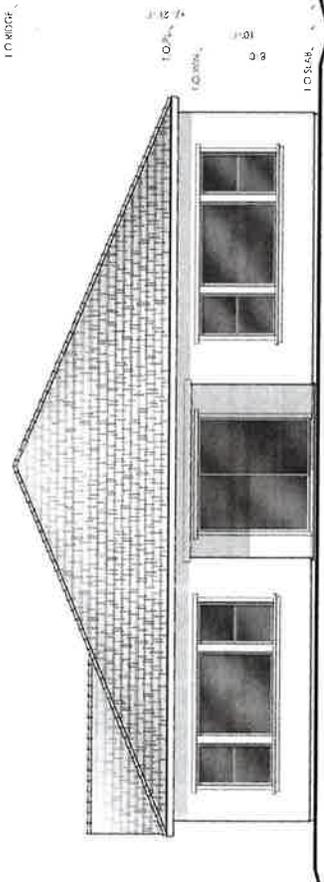




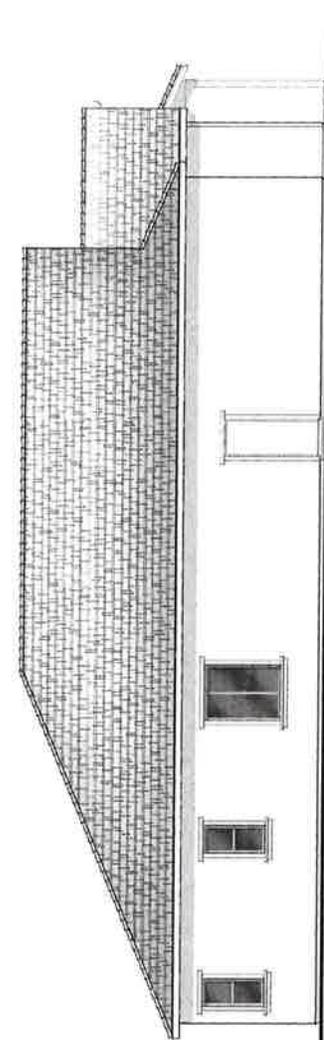
ROOF PLAN  
SCALE: 1/8" = 1'-0"



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



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



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

03.31.17

**CAVALANTIC**  
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PLAN ONE | ELEVATION 'D' - TRADITIONAL FARMHOUSE

**HARVEST**  
FOLSOM, CALIFORNIA



WOODLEY ARCHITECTURAL GROUP, INC. 10000 WOODLEY DRIVE, SUITE 100, FOLSOM, CA 95630  
 916.451.1111 | WWW.WOODLEYARCHITECTURALGROUP.COM

- MATERIAL NOTES - ELEVATION A**
1. CONCRETE 5" ROOF FLE
  2. STUCCO
  3. STUCCO WRAPPED FOAM RSI
  4. CLASSIFIED WOOD SHAKE SHIM
  5. 1/2" GYPSUM BOARD
  6. GREENGLASS CLAY PIPE



ELEVATION A - SPANISH

- MATERIAL NOTES - ELEVATION B**
1. CONCRETE 5" ROOF FLE
  2. STUCCO
  3. STUCCO WRAPPED FOAM RSI
  4. CLASSIFIED WOOD SHAKE SHIM
  5. 1/2" GYPSUM BOARD
  6. GREENGLASS CLAY PIPE



ELEVATION B - ITALIANATE

- MATERIAL NOTES - ELEVATION C**
1. CONCRETE 5" ROOF FLE
  2. STUCCO
  3. STUCCO WRAPPED FOAM RSI
  4. CLASSIFIED WOOD SHAKE SHIM
  5. 1/2" GYPSUM BOARD
  6. GREENGLASS CLAY PIPE



ELEVATION C - FRENCH COUNTRY

03.31.17

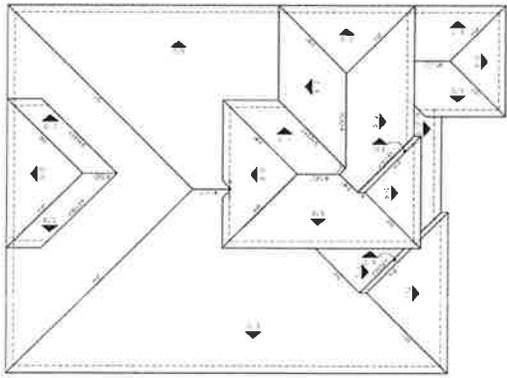
Call Atlantic  
HOUSING

PLAN TWO | FRONT ELEVATIONS

HARVEST  
FOLSOM, CALIFORNIA

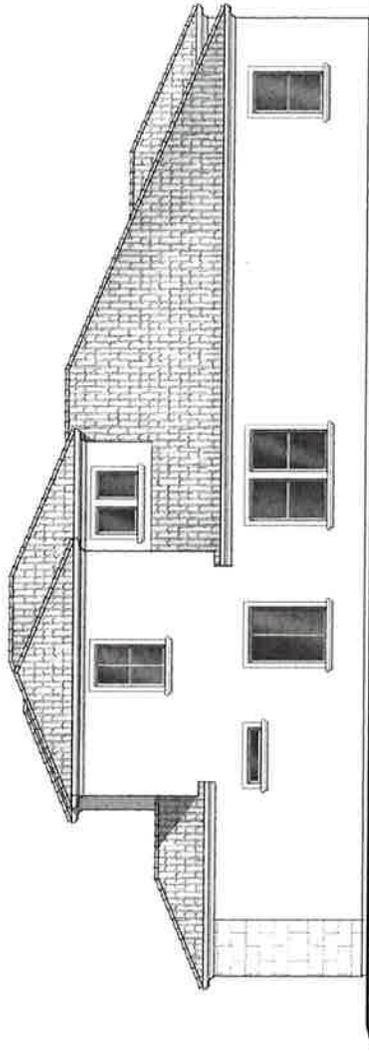






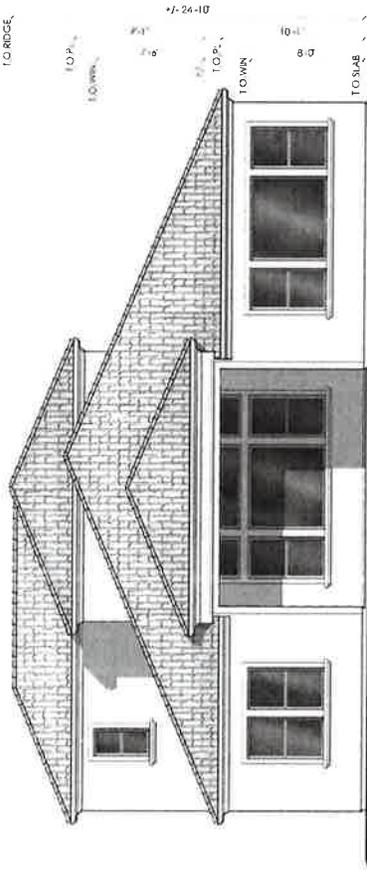
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ROOF PLAN



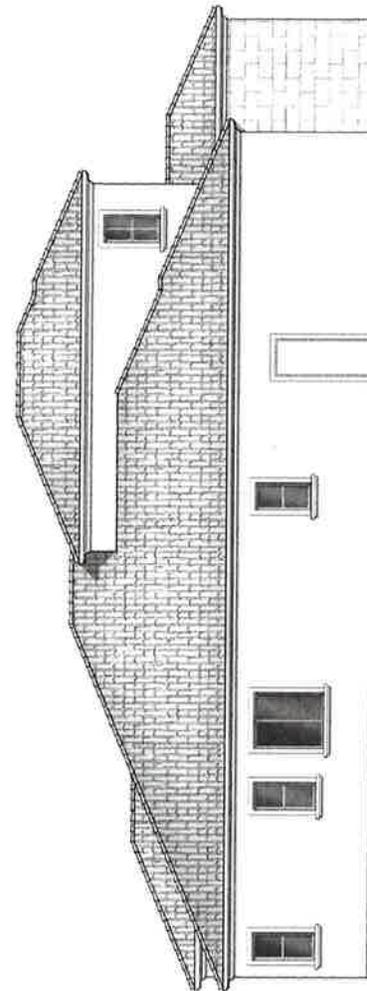
SCALE: 1/8" = 1'-0"

RIGHT ELEVATION



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

REAR ELEVATION



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

LEFT ELEVATION

03.31.17

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PLAN TWO | ELEVATION 'B' - ITALIANATE

**HARVEST**  
FOLSOM, CALIFORNIA

18700 HARVEST DRIVE, FOLSOM, CA 95630

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cell 303.755.8873  
fax 303.755.8873  
colorado c/o 322.55.7448 533.8919



- MATERIAL NOTES - elevation A**
1. CONCRETE 5" ROOF TILE
  2. STUCCO
  3. JACO WOOD/LOAM IRM
  4. BUCKRAM/BRITNEX
  5. 1/2" GYPSUM BOARD
  6. BRICK
  7. CEMENTIOUS WOOD GRAIN IRM



ELEVATION A - SPANISH

- MATERIAL NOTES - elevation C**
1. CONCRETE 5" ROOF TILE
  2. STUCCO
  3. JACO WOOD/LOAM IRM
  4. BUCKRAM/BRITNEX
  5. 1/2" GYPSUM BOARD
  6. BRICK
  7. CEMENTIOUS WOOD GRAIN IRM

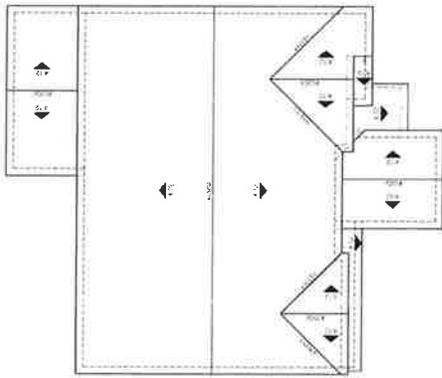


ELEVATION C - FRENCH COUNTRY

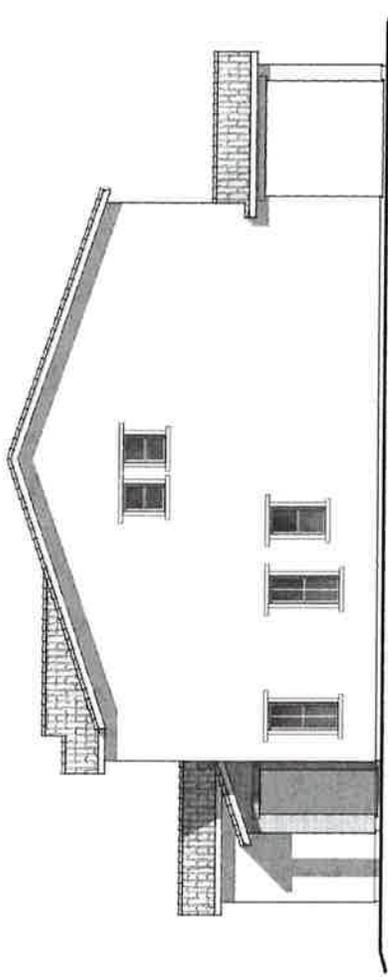
- MATERIAL NOTES - elevation D**
1. CONCRETE PATIO/5" TILE
  2. STUCCO
  3. CEMENTIOUS 12" BOARD & BATT
  4. BRICK
  5. WOOD/LOAM IRM
  6. WOOD/LOAM IRM & BRICK
  7. BUCKRAM/BRITNEX



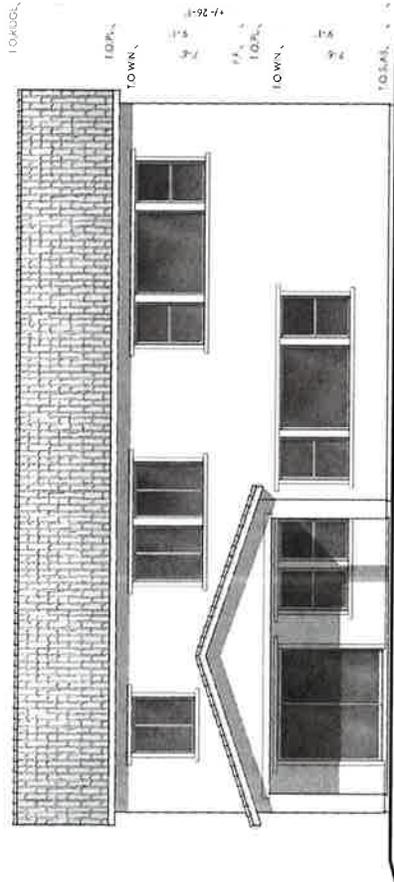
ELEVATION D - TRADITIONAL FARMHOUSE



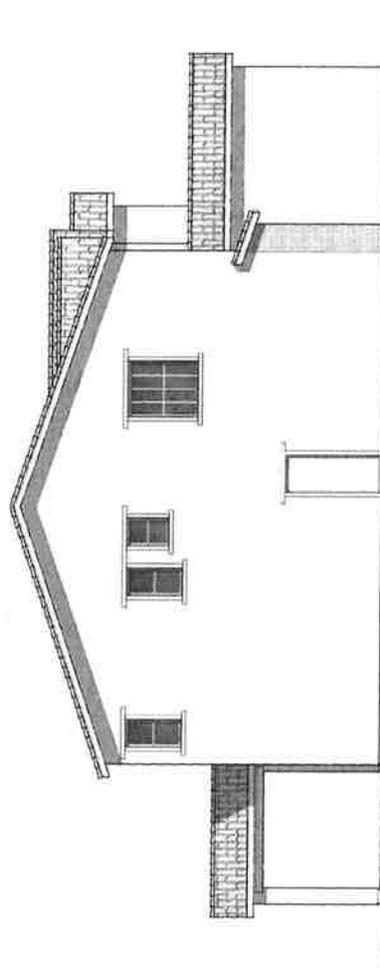
ROOF PLAN  
SCALE: 1/8" = 1'-0"



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

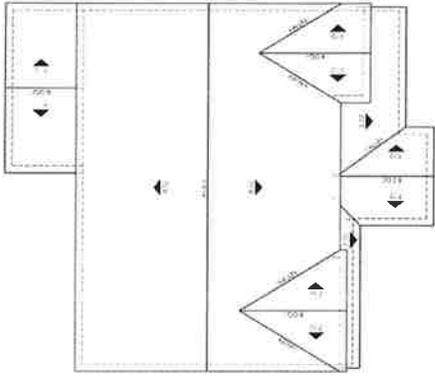


REAR ELEVATION  
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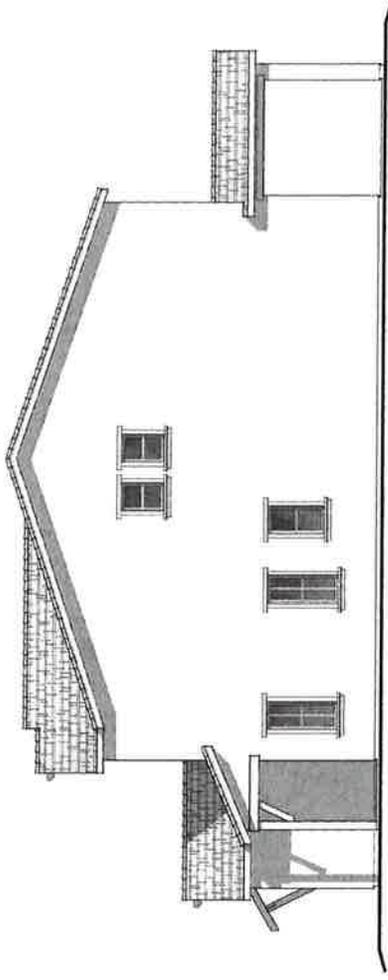


LEFT ELEVATION  
SCALE: 1/8" = 1'-0"

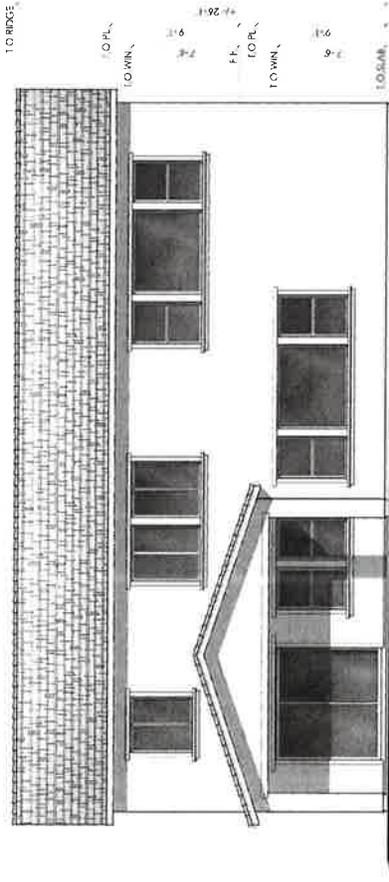




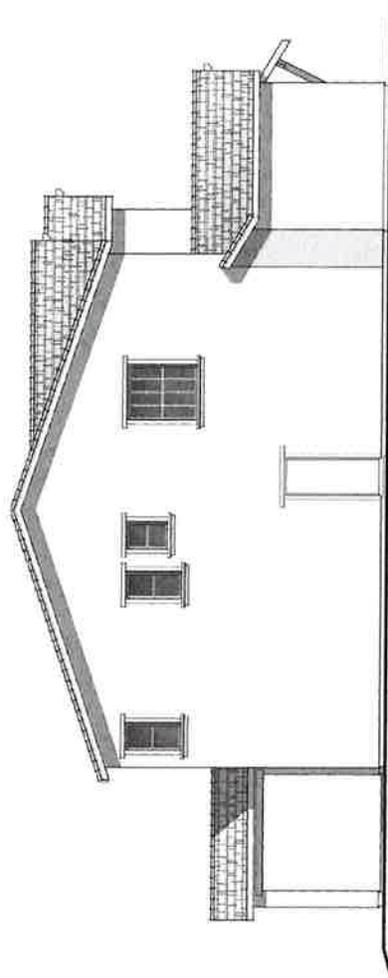
ROOF PLAN  
SCALE 1/8" = 1'-0"



RIGHT ELEVATION  
SCALE 1/4" = 1'-0"



REAR ELEVATION  
SCALE 1/4" = 1'-0"



LEFT ELEVATION  
SCALE 1/4" = 1'-0"

03.31.17

CL ATLANTIC

PLAN THREE | ELEVATION 'D' - TRADITIONAL FARMHOUSE

**HARVEST**  
**FOLSOM, CALIFORNIA**

ARCHITECT: WOODLEY ARCHITECTURAL GROUP, INC.

10000 WOODLEY DRIVE, SUITE 100, FOLSOM, CA 95630



WOODLEY ARCHITECTURAL GROUP, INC.  
10000 WOODLEY DRIVE, SUITE 100  
FOLSOM, CALIFORNIA 95630  
PHONE: (916) 439-7200  
FAX: (916) 439-7201  
WWW.WOODLEYARCHITECTURALGROUP.COM

- MATERIAL NOTES (GENERAL):
1. CONCRETE (W/ REINFORCING BARS)
  2. STUCCO (W/ WAFER/ DRAIN PAN)
  3. STUCCO (W/ WAFER/ DRAIN PAN)
  4. STUCCO (W/ WAFER/ DRAIN PAN)
  5. STUCCO (W/ WAFER/ DRAIN PAN)
  6. BRICK (VENUE)



ELEVATION A - SPANISH

- MATERIAL NOTES (GENERAL):
1. CONCRETE (W/ REINFORCING BARS)
  2. STUCCO (W/ WAFER/ DRAIN PAN)
  3. STUCCO (W/ WAFER/ DRAIN PAN)
  4. STUCCO (W/ WAFER/ DRAIN PAN)
  5. STUCCO (W/ WAFER/ DRAIN PAN)
  6. BRICK (VENUE)

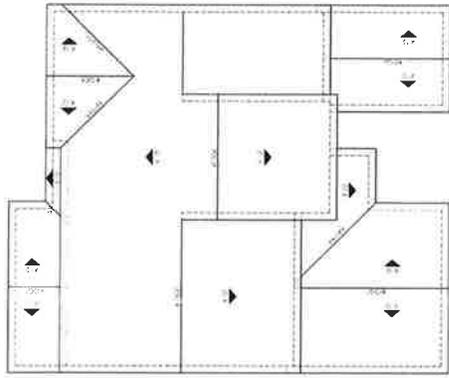


ELEVATION C - FRENCH COUNTRY

- MATERIAL NOTES (GENERAL):
1. CONCRETE (W/ REINFORCING BARS)
  2. STUCCO (W/ WAFER/ DRAIN PAN)
  3. STUCCO (W/ WAFER/ DRAIN PAN)
  4. BRICK (VENUE)
  5. WOOD (DOORS & TRAILERS)
  6. WOOD (DOORS & TRAILERS)
  7. DISCREETIVE LIGHTING

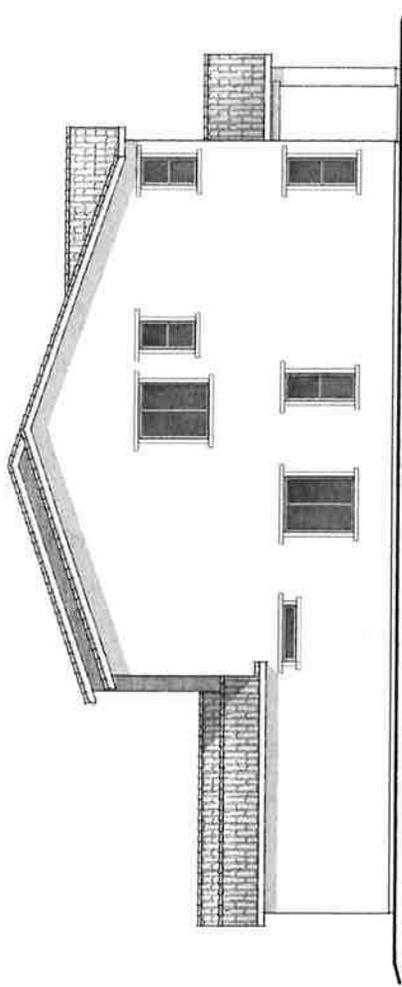


ELEVATION D - TRADITIONAL FARMHOUSE



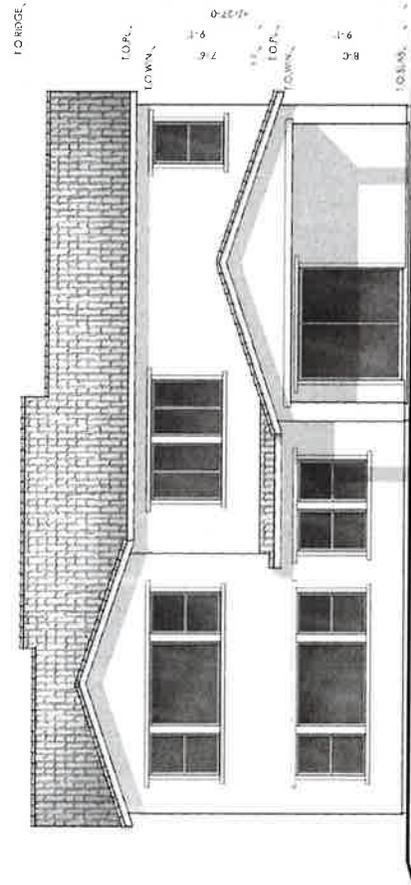
ROOF PLAN

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



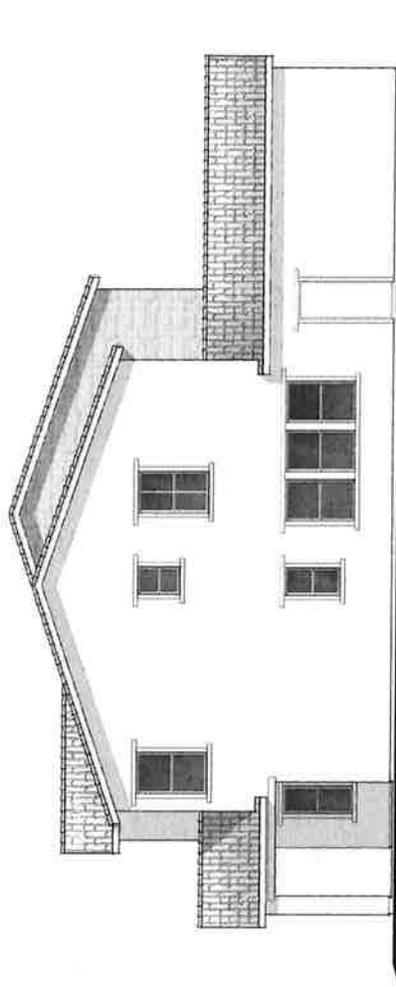
RIGHT ELEVATION

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



REAR ELEVATION

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



LEFT ELEVATION

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

03.31.17

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PLAN FOUR | ELEVATION 'A' - SPANISH

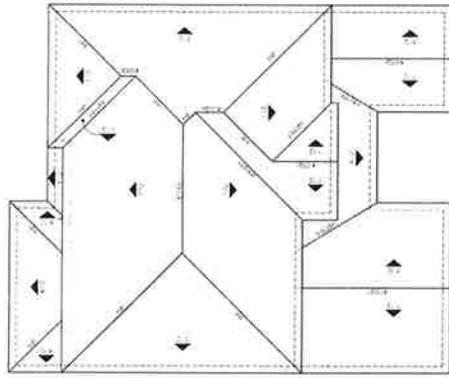
**HARVEST**  
FOLSOM, CALIFORNIA



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illinois // 815.207.300 // 633.7231  
california // 924.939.0000 // suite a  
texas // 972.517.740 // 553.5717

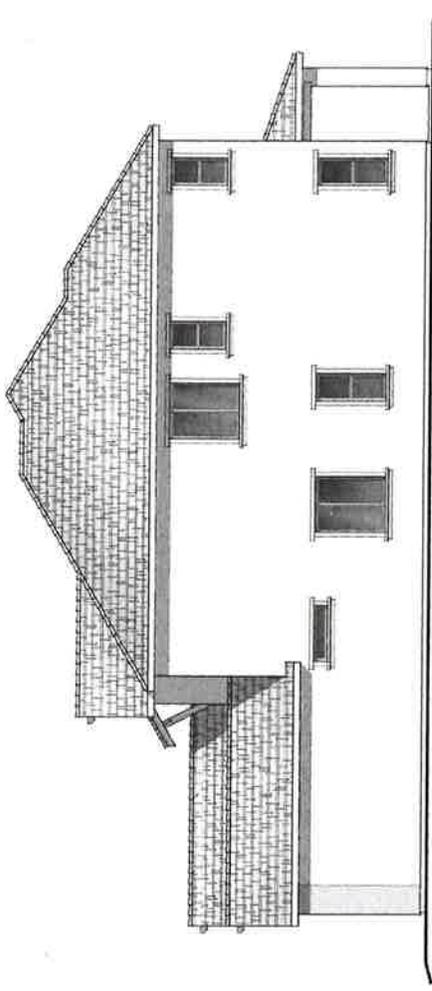
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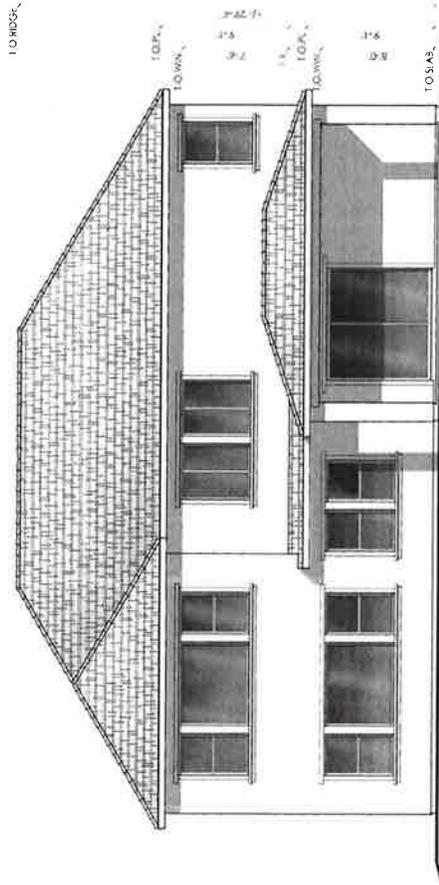
ROOF PLAN

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



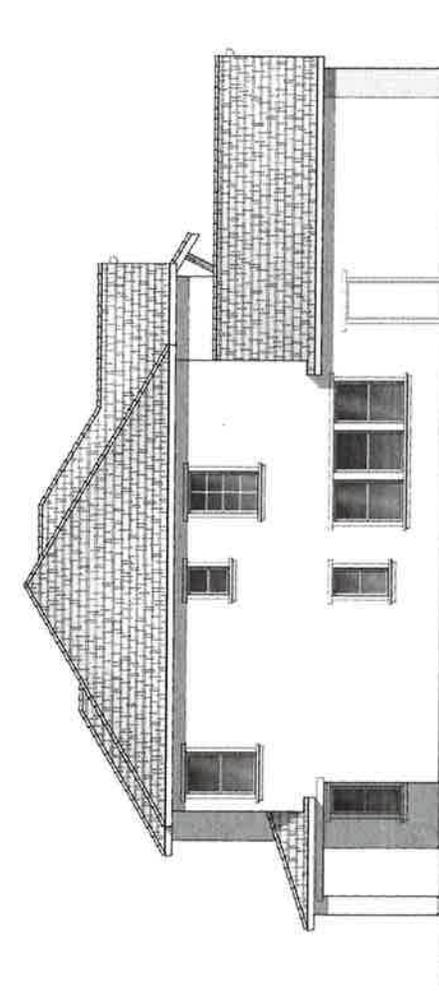
RIGHT ELEVATION

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



REAR ELEVATION

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



LEFT ELEVATION

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

03.31.17

CAVALTY  
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PLAN FOUR | ELEVATION 'D' - TRADITIONAL FARMHOUSE

**HARVEST**  
FOLSOM, CALIFORNIA



woodley  
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group, inc.  
colorado 1731 southpark dr, suite 2  
billerica, co 80120 / 303.683.7231  
denver 1725 north 1st street, suite 200  
denver, co 80202 / 720.537.8879

- MATERIAL NOTES - SPANISH**
1. CONCRETE 5' ROOF RISE
  2. STUCCO
  3. STUCCO WRAPPED FORMALIN
  4. CEMENTITIOUS WOOD GRAIN TRIM ACCENT
  5. TERRAZZO
  6. DECCA 1016 CLAY PFP
  7. DECORATIVE WINDOW IRON



ELEVATION A - SPANISH

- MATERIAL NOTES - ITALIANE**
1. CONCRETE 5' ROOF RISE
  2. STUCCO
  3. STUCCO WRAPPED FORMALIN
  4. TERRAZZO
  5. DECORATIVE WINDOW IRON



ELEVATION B - ITALIANE

- MATERIAL NOTES - FRENCH COUNTRY**
1. CONCRETE 5' ROOF RISE
  2. STUCCO
  3. STUCCO WRAPPED FORMALIN
  4. CEMENTITIOUS WOOD GRAIN TRIM ACCENT
  5. TERRAZZO
  6. CLAUDED STONE VENERE
  7. DECORATIVE SHUTTERS



ELEVATION C - FRENCH COUNTRY

03.31.17



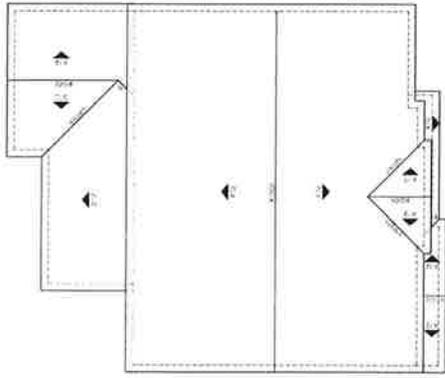
PLAN FIVE | FRONT ELEVATIONS

**HARVEST**  
FOLSOM, CALIFORNIA

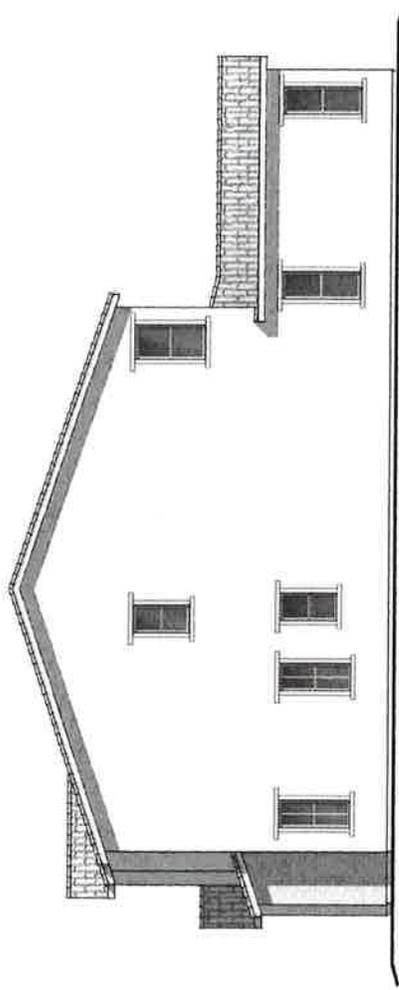
10000 FOLSOM BLVD., SUITE 100, FOLSOM, CA 95630



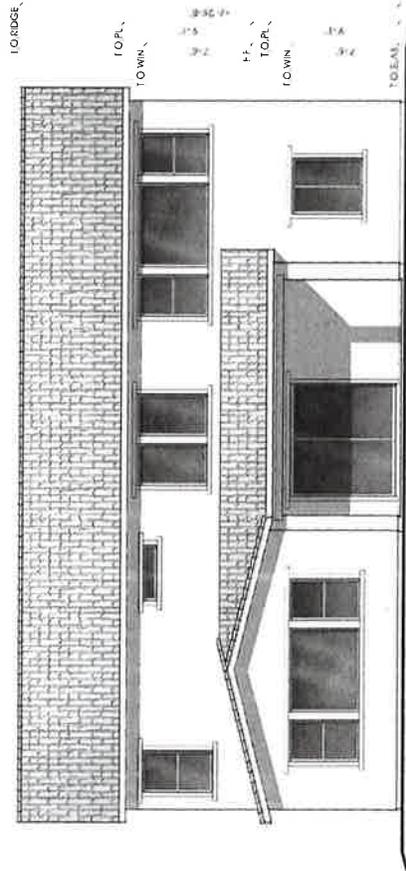
Wootley Architectural Group LLC  
10000 FOLSOM BLVD., SUITE 100  
FOLSOM, CA 95630  
TEL: 916.452.4000  
WWW.WOOTLEYARCHITECTURALGROUP.COM



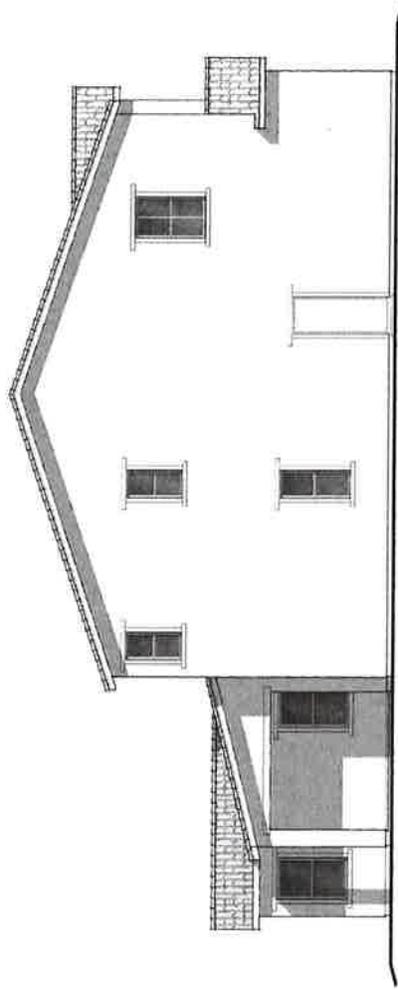
ROOF PLAN  
SCALE 1/8" = 1'-0"



RIGHT ELEVATION  
SCALE 1/4" = 1'-0"



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



LEFT ELEVATION  
SCALE 1/4" = 1'-0"

03.31.17

CALANTHIC  
ARCHITECTS

PLAN FIVE | ELEVATION 'A' - SPANISH

**HARVEST**  
FOLSOM, CALIFORNIA



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group, inc.  
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- MATERIAL NOTES - ELEVATION A**
1. CONCRETE FOR ROOF TILE
  2. STUCCO
  3. WOOD SHAKES FOR SHIM
  4. DECORATIVE WOOD GRANT TRIM
  5. STUCCO
  6. CEMENTitious WOOD GRANT TRIM ACCENT
  7. STUCCO
  8. BRICK VENEER



ELEVATION A - SPANISH

- MATERIAL NOTES - ELEVATION B**
1. CONCRETE FOR ROOF TILE
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  3. STUCCO WRAPPED FOAM IRON
  4. DECORATIVE WOOD GRANT TRIM
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ELEVATION B - ITALIANATE

- MATERIAL NOTES - ELEVATION D**
1. CONCRETE FOR ROOF TILE
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  3. WOOD SHAKES FOR SHIM
  4. DECORATIVE WOOD GRANT TRIM
  5. STUCCO
  6. BRICK VENEER
  7. METAL ROOF



ELEVATION D - TRADITIONAL FARMHOUSE

03.31.17

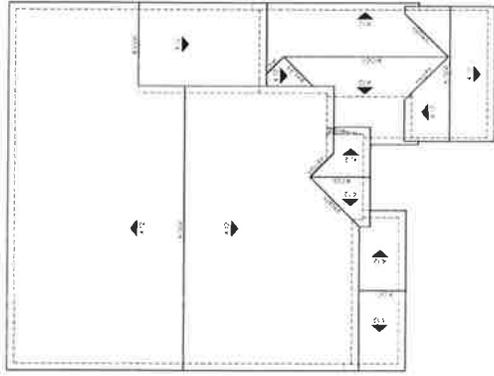
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PLAN SIX | FRONT ELEVATIONS

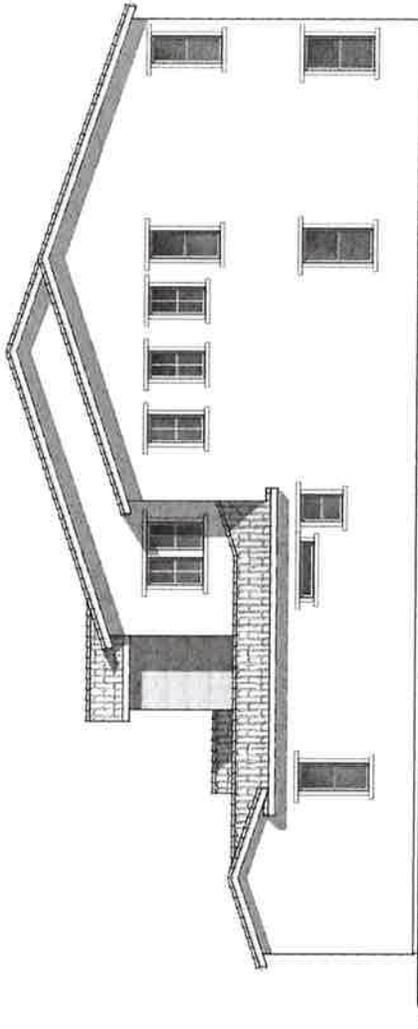
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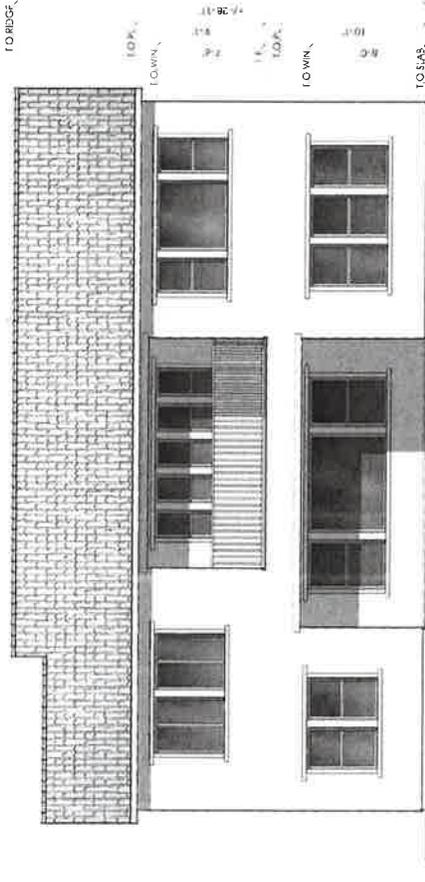
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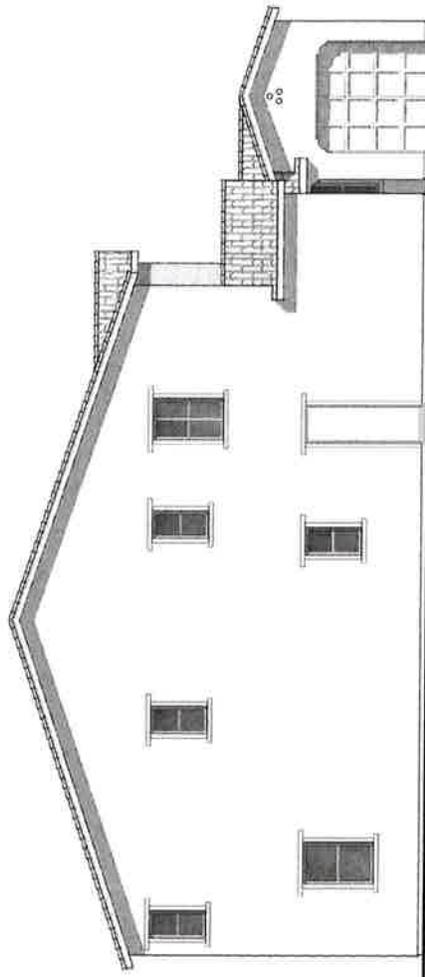
ROOF PLAN  
SCALE: 1/8" = 1'-0"



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



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



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

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ARCHITECTURE

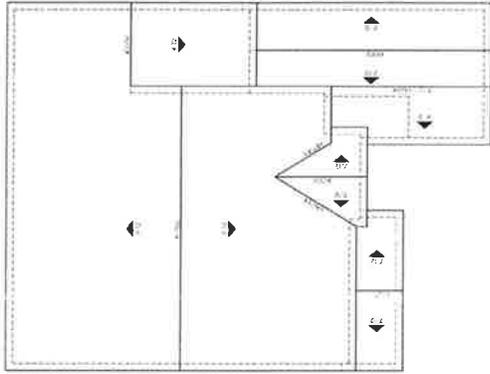
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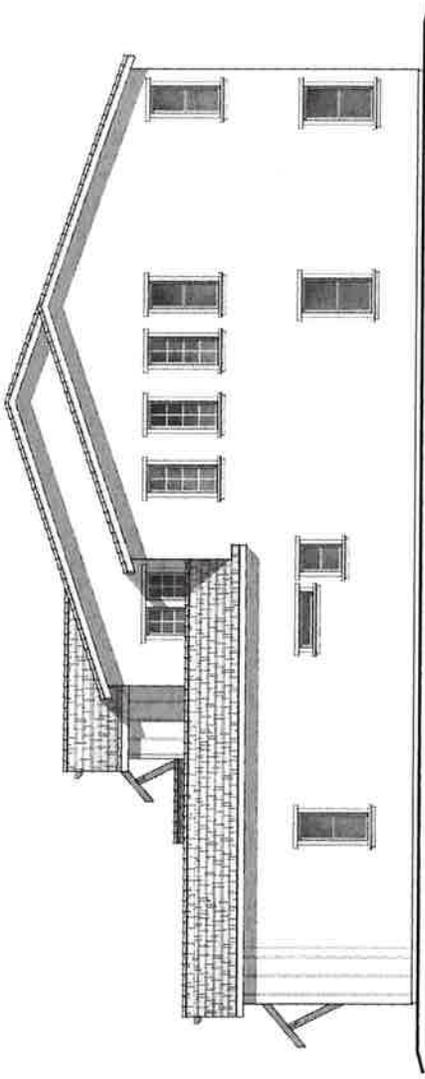
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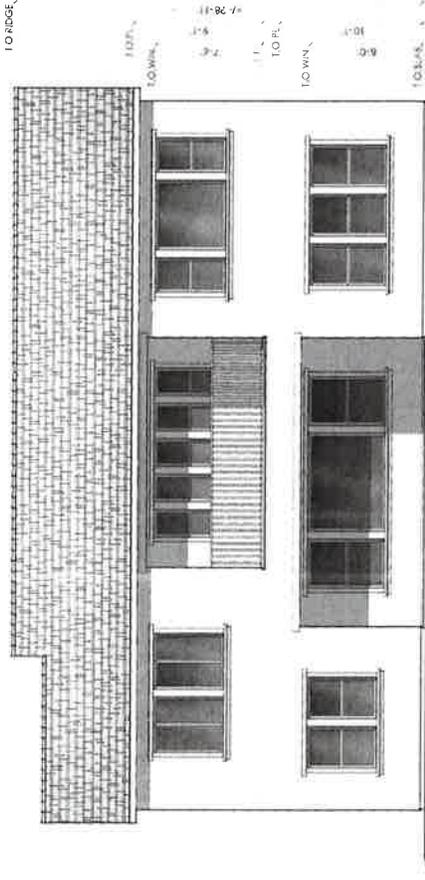




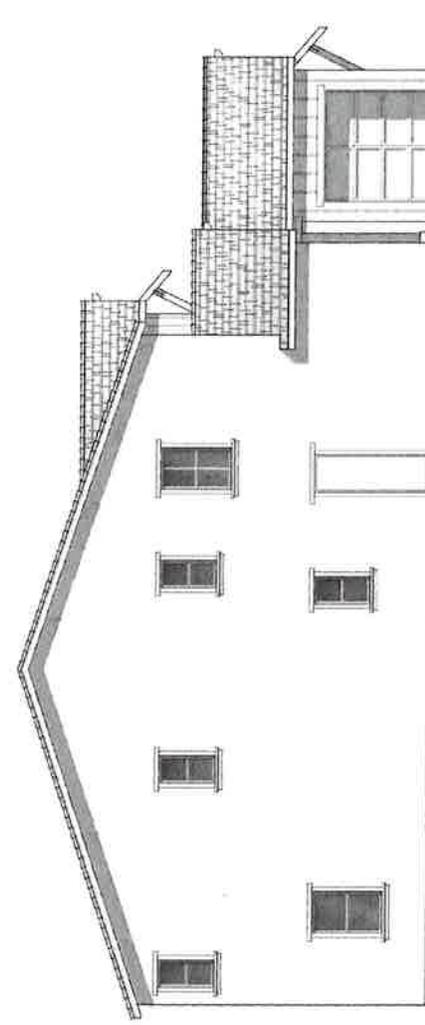
ROOF PLAN  
SCALE: 1/8" = 1'-0"



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



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



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

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PLAN SIX | ELEVATION 'D' - TRADITIONAL FARMHOUSE

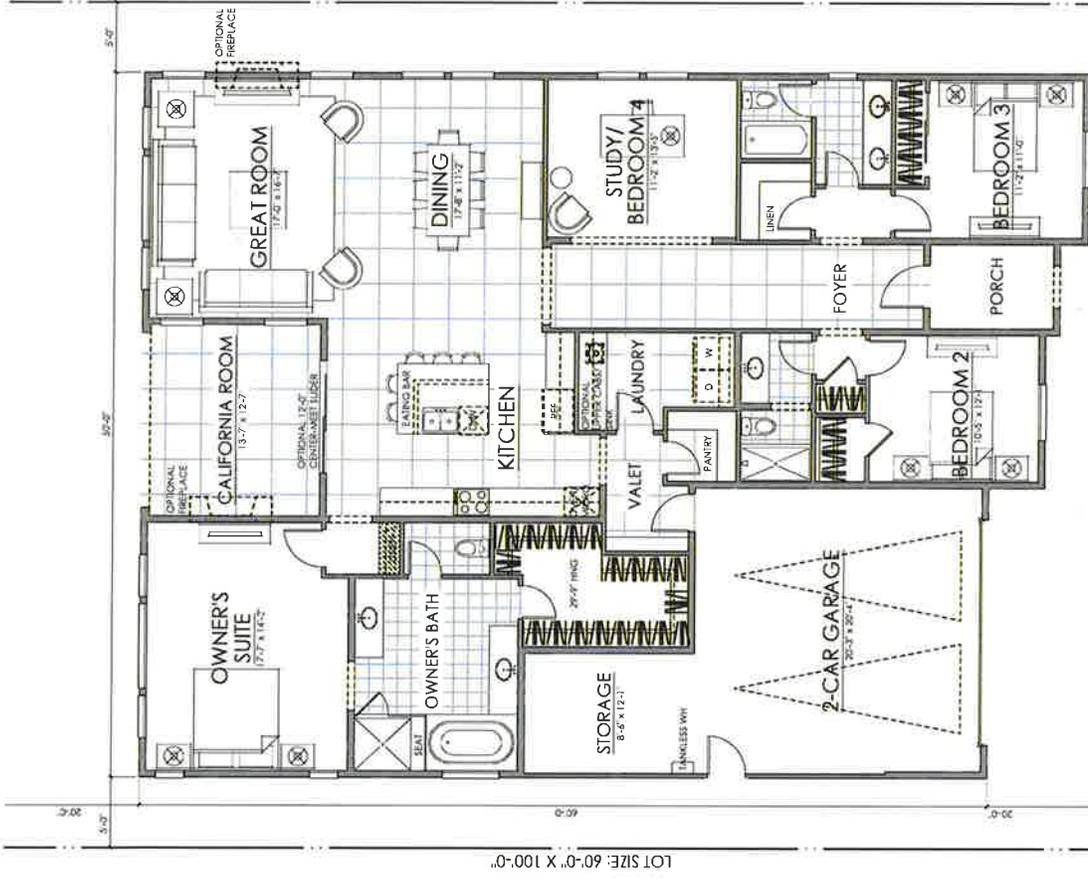
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www.woodleyarch.com  
Santo Domingo, CO 82083 / 719.533.8919

Attachment 7

Floor Plans, dated March 31, 2017



LOT SIZE: 60'-0" X 100'-0"

FIRST FLOOR 2400 SQ. FT.  
 TOTAL LIVING 2400 SQ. FT.

PLAN ONE | 2400 SQ. FT.

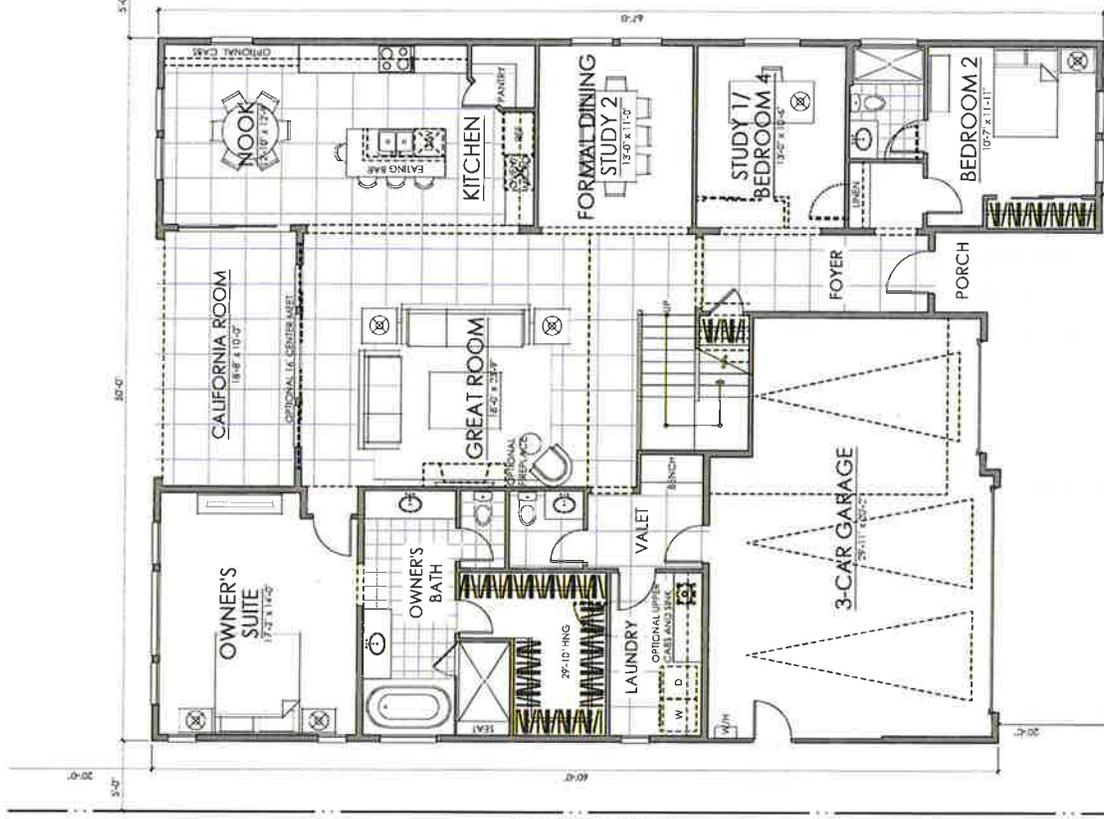
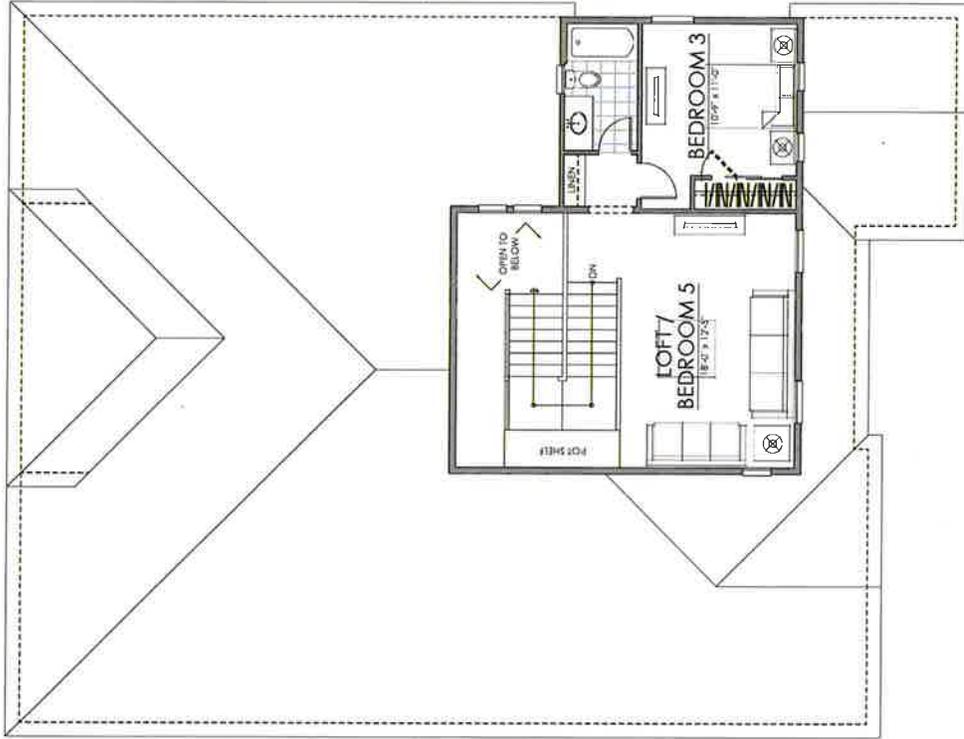
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 san diego, ca 92105 // 619.553.8119



LOT SIZE: 60'-0" X 100'-0"

FIRST FLOOR 2289 SQ. FT.  
 SECOND FLOOR 500 SQ. FT.  
 TOTAL LIVING 2789 SQ. FT.

PLAN TWO | 2789 SQ. FT.

**HARVEST**  
**FOLSOM, CALIFORNIA**

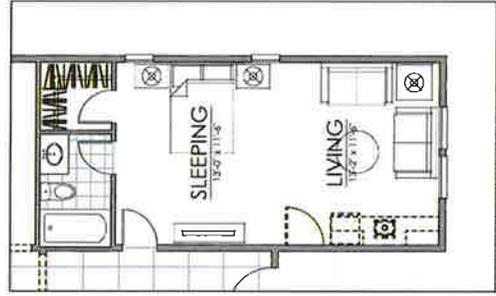
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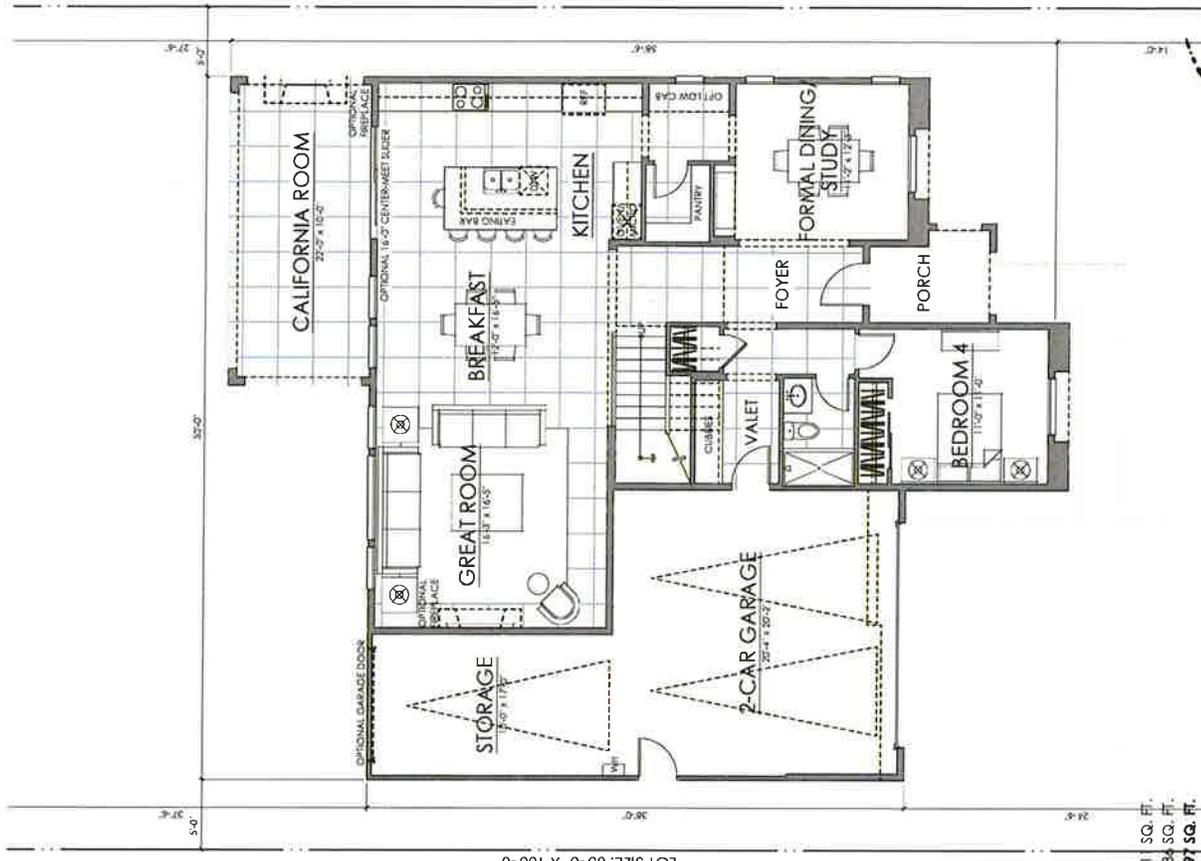
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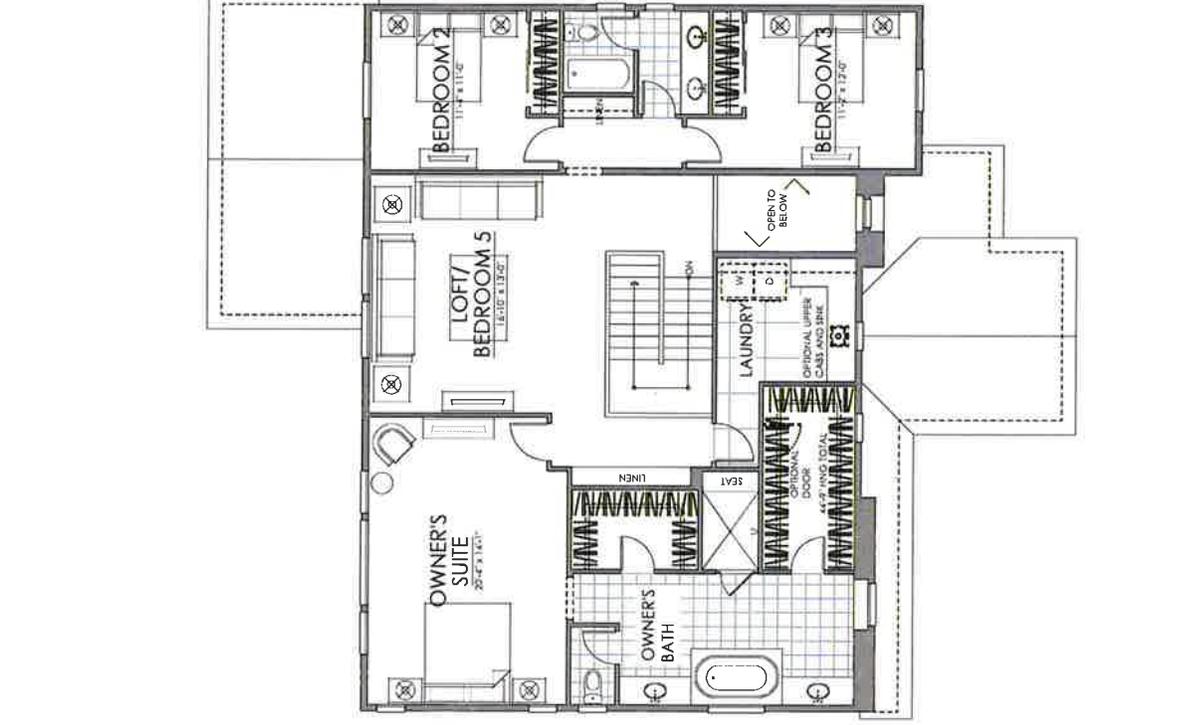
OPTIONAL LIVE-IN RETREAT

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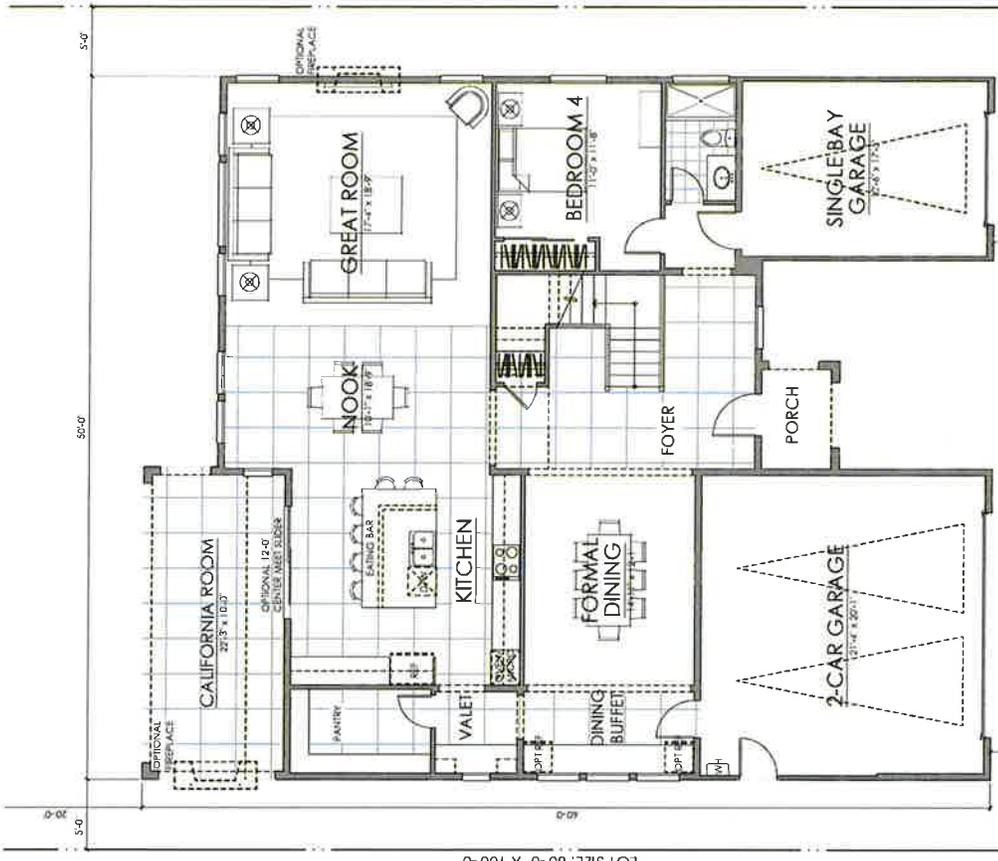
LOT SIZE: 60'-0" X 100'-0"

FIRST FLOOR 1411 SQ. FT.  
 SECOND FLOOR 1684 SQ. FT.  
 TOTAL LIVING 3097 SQ. FT.



PLAN THREE | 3097 SQ. FT.

**HARVEST**  
**FOLSOM, CALIFORNIA**



LOT SIZE: 60'-0" X 100'-0"



FIRST FLOOR 1703 SQ. FT.  
 SECOND FLOOR 1524 SQ. FT.  
 TOTAL LIVING 3227 SQ. FT.

PLAN FOUR | 3233 SQ. FT.

**HARVEST**  
 FOLSOM, CALIFORNIA

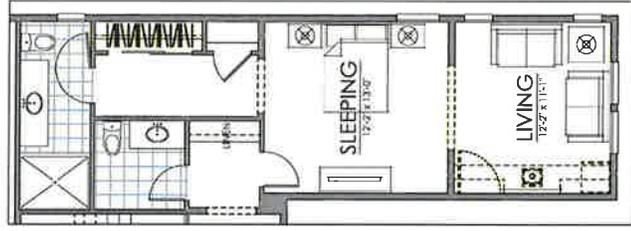
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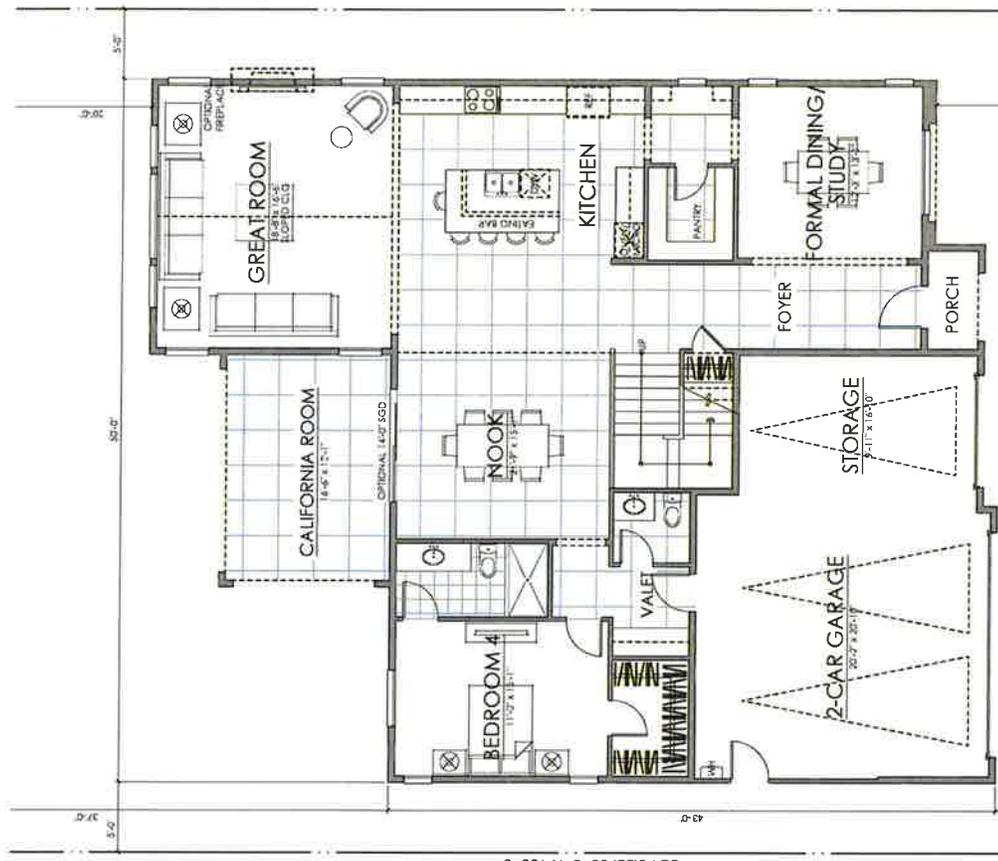


OPT LIVE-IN RETREAT  
+324 SQ. FT.

PLAN FOUR | OPTIONS

**HARVEST**  
**FOLSOM, CALIFORNIA**

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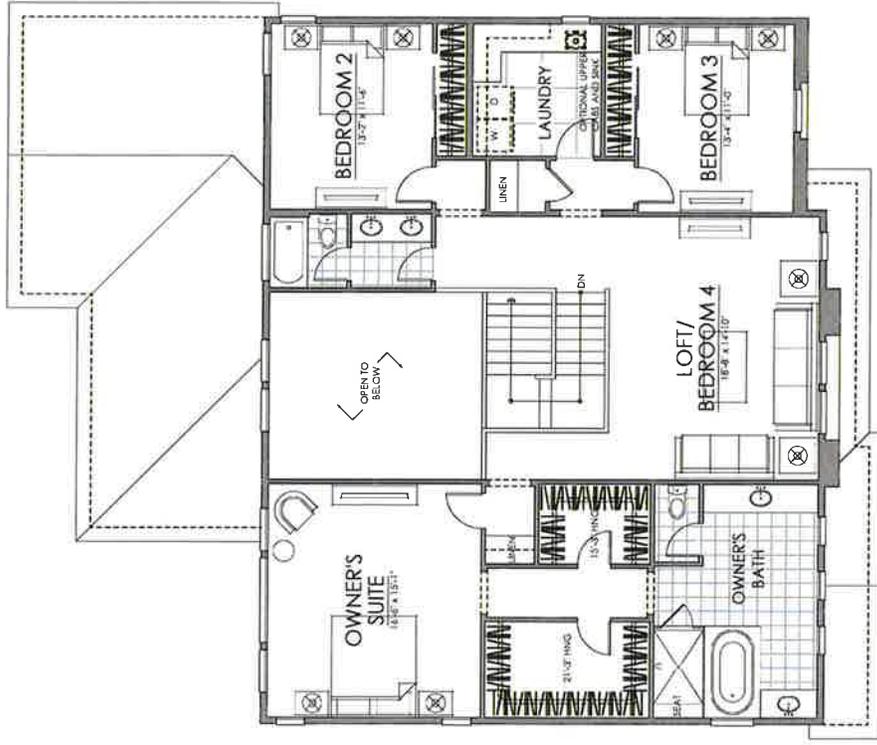


LOT SIZE: 60'-0" X 100'-0"

FIRST FLOOR 1768 SQ. FT.  
 SECOND FLOOR 1678 SQ. FT.  
 TOTAL LIVING 3447 SQ. FT.

PLAN FIVE | 3447 SQ. FT.

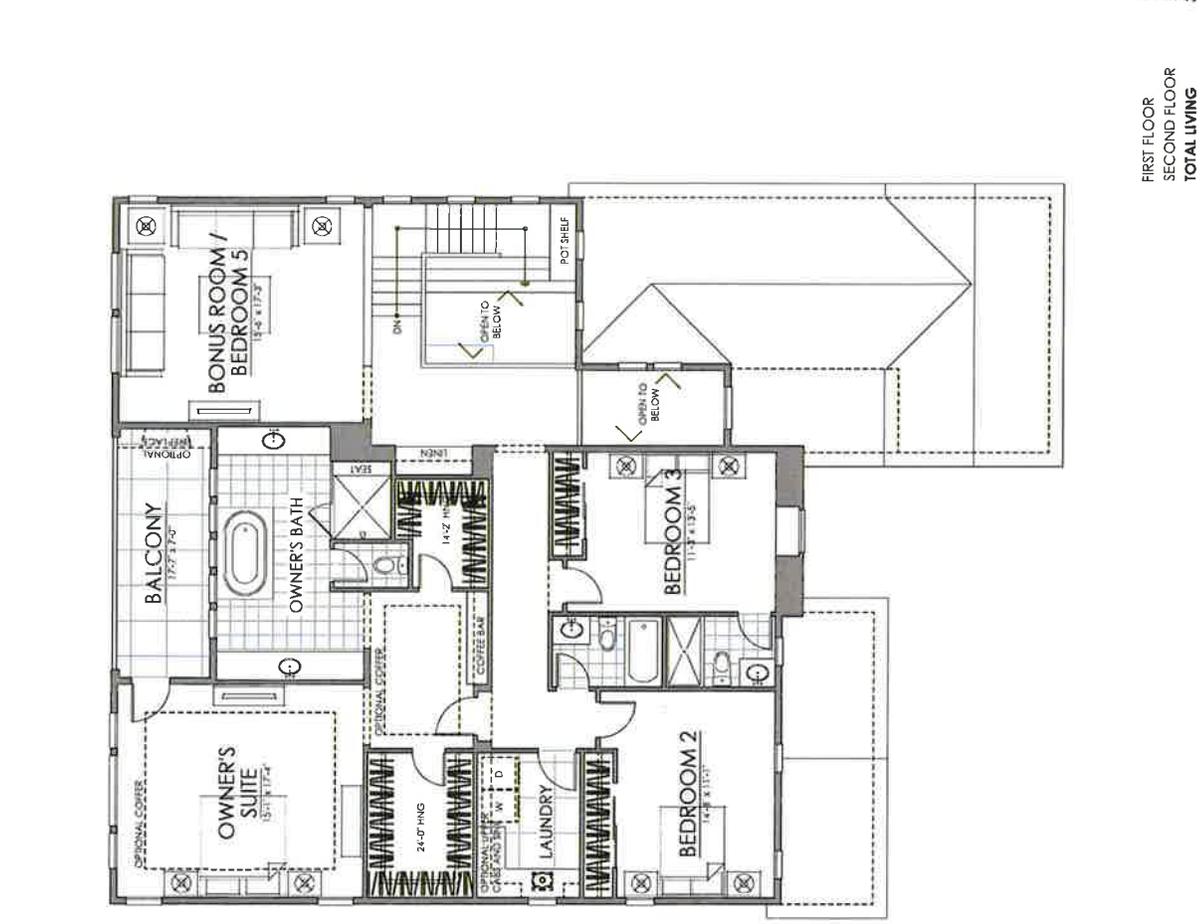
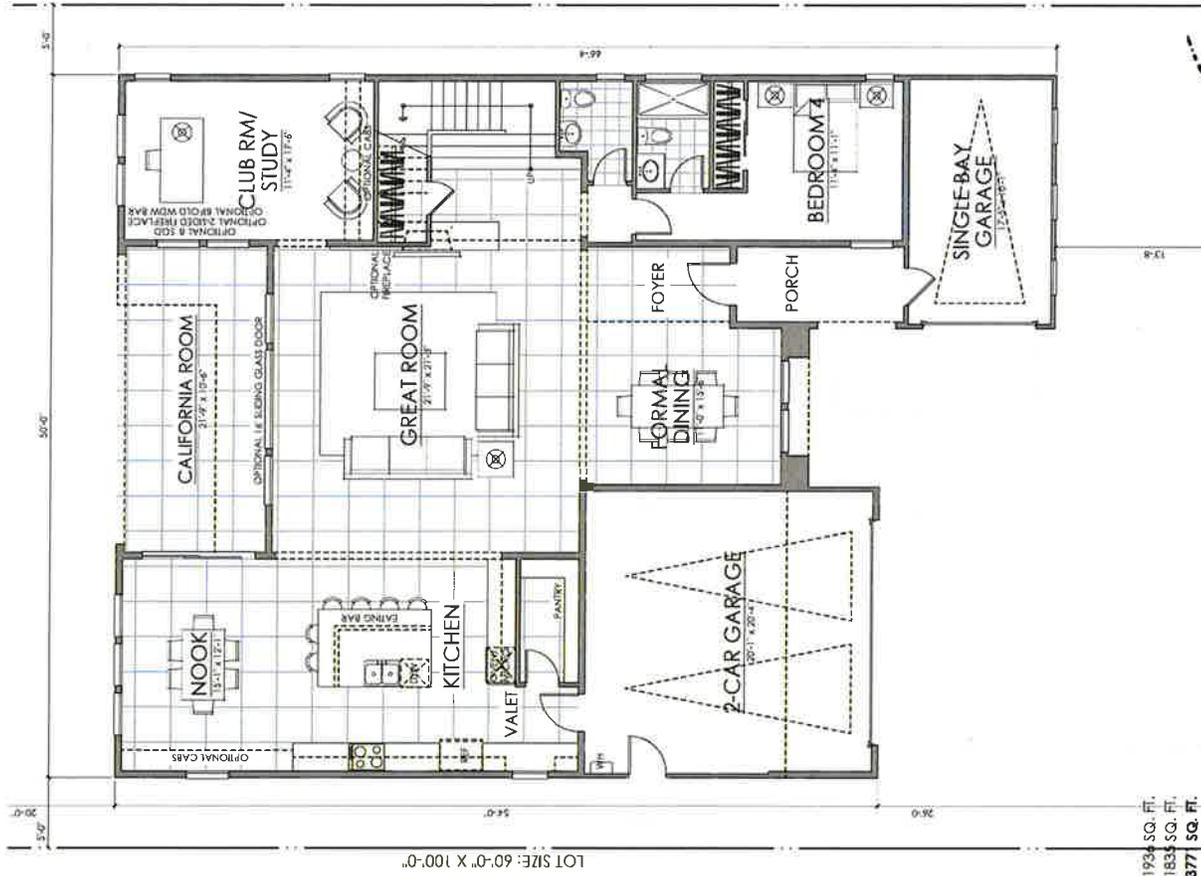
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CAL-ATLANTIC  
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PLAN SIX | 3771 SQ. FT.

**HARVEST**  
**FOLSOM, CALIFORNIA**



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## Attachment 8

# Harvest Subdivision Community Design Guidelines and Development Standards

# HARVEST

## Community Design Guidelines and Development Standards



City of Folsom

February 10, 2015

**Lewis Planned Communities**  
A Member of the Lewis Group of Companies

HARVEST  
COMMUNITY DESIGN GUIDELINES AND DEVELOPMENT STANDARDS  
PREPARED FOR THE  
CITY OF FOLSOM  
BY

**Lewis Planned Communities**  
A Member of the Lewis Group of Companies

Contributing Consultants



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# **1 Introduction**

## **1.1 Purpose**

The purpose of this document is to establish Design Guidelines and Development Standards for the Harvest project located in the city of Folsom, California. The Project proposes 116 “executive style” single-family detached homes in a private setting adjacent to a proposed 5+/- acre semi-passive, public use park (Broder Family Homestead). The Project site consists of approximately 47 acres and is one of the few remaining unplanned and undeveloped sites within the developed portion of the East Area of Folsom.

### ***1.1.1 Design Guidelines***

The Design Guidelines articulate the design expectations for the comprehensive vision of the proposed neighborhood; the common area landscapes, hardscapes, open spaces, fencing, entry features and site lighting; and the design character of individual homes.

### ***1.1.2 Development Standards***

The Development Standards provide the regulatory framework for housing product design and placement within Harvest and are patterned after the City’s R-1-M (Residential, Single Family Dwelling, Small Lot Zoning District (Chapter 17.13) development standards. Unless otherwise specified in these Design Guidelines and Development Standards, the Project is consistent with the General Plan R-1-M land use designation and the pending rezone to the R-1-M zone district.

### ***1.1.3 Interpretations***

These Design Guidelines are in substantial accordance with the City of Folsom development regulations, which includes the City’s Hillside Development Guidelines, Zoning Ordinance, and the City Design Standards and Standard Construction Specifications. These Design Guidelines and Development Standards guidelines are a guide to ensure that Harvest stands out as a unique and thoughtfully planned community. The final design (including floor plans, elevations, landscape plans, parking, fire suppression and solid waste plans) must be prepared following approval of the zoning and tentative subdivision map for the Project. Such plans shall be subject to the review and approval by the applicable City departments prior to the commencement of development and/or issuance of building permits. If conflicts arise between the City’s Zoning Code, Subdivision Ordinance, or Development Standards, these Design Guidelines and Development Standards would control. Where this document is silent, the City’s Zoning and Subdivision Ordinances will apply.

### ***1.1.4 Organization of these Guidelines***

This document is organized to guide the detailed design and implementation from the specific vision and themes defined in the following “Theme” discussion through the design of the landscape, open space, and other shared elements of the neighborhood to the design of individual homes that will fill in this setting. Thus, the Guidelines begin with a description of the vision and principles for the Harvest neighborhood (Section 2), followed by the Landscape Design Guidelines (Section 3), and finally, the

## 1.1. The Project Setting

The Harvest Project site is in the eastern area of the city of Folsom, bordered by East Natoma Street and existing single family neighborhoods on the west, and an existing single family residential subdivision and the Hazel McFarland Neighborhood Park to the south. Empire Ranch Golf Course shares a boundary with, and wraps around the Project site on the north and east, and the driveway entry to the Empire Ranch Clubhouse forms the northern boundary of the site. The Project would have visual access to the Empire Ranch golf course and views toward the Folsom Lake secondary dam about one mile to the north.

The Project benefits from exceptional nearby recreation opportunities including the adjacent golf course, McFarland Park and the Empire Oaks Elementary School. The Humbug-Willow Creek Trail located less than a 1000 feet to the west, provides an extensive Class I trail network linking the Project to neighborhood shopping and services, and Briggs Ranch Park (approximately 1.2 miles), and the new Johnny Cash Trail and Folsom Point Recreation Area on Folsom Lake within about 1.5 miles. The Humbug Willow Creek Trail connects west to Lake Natoma and the American River Bike Trail.

The Project site is primarily grassland, but contains scattered oaks, of which many will be preserved throughout the Project site, and an old olive orchard, which is anticipated to be incorporated as a feature in the proposed Broder Family Homestead Park.

Harvest proposes a unique neighborhood that includes 116 “executive style” single family detached homes on 47 acres that includes, a central open space/ drainage corridor, a common gathering/gardening space, substantial open space that protects native oak trees, and the adjacent proposed 5+/- acre semi-passive, public use park (Broder Family Homestead Park). The park is designed to commemorate the Broder family legacy as ranchers, vintners and olive growers. The Project and Broder Family Homestead are adjacent to the existing Hazel McFarland Park. Broder Family Homestead and Hazel McFarland Park are separate facilities that serve different purposes and have distinctly different characters. McFarland Park is a small neighborhood park developed to provide active recreation. Broder Family Homestead will share parking with McFarland Park, but will be a semi-passive recreation area that expresses the Broder Family legacy as pioneers, ranchers, vintners and olive growers.

Figure 1: Harvest Project Setting



## 2 The Harvest Theme

### 2.1 Core Themes

Harvest is a unique residential development concept that centers around three core themes. These core themes define the neighborhood character and create a distinct sense of place.

- **Community relationships** involves people living in the same place or having a particular characteristic in common; a feeling of relationship with others as a result of sharing common attitudes, interests and goals.
- **Healthy lifestyle** integrates nutritional awareness and activities into their lives that promote health and wellbeing.
- **Sustainability** results from long-term social, economic, and ecological balance in the community, and creating edible landscapes that are consumable year after year.

The single key idea that ties these themes together is that all common shared areas and open space will include natural resource, and gardens for food producing and ornamental plants. The important project objective is to transfer and/or augment many of the functions of private open space in residential yards with a broader role for common area (shared) open space. Emphasis is placed on outdoor amenities, healthy living, and an appreciation of the lifestyle impacts associated with the “farm to fork” movement. Edible landscaping throughout the community will include fruiting trees, edible flowers, and an assortment of gardens including fragrant plants, herbs and seasonal vegetables. These special garden areas will be distributed throughout the Project area, and will be functionally and aesthetically integrated with the natural amenities and resources of the Project site. The common shared areas will incorporate a system of management intended to maintain permanent gardens and horticulture by relying on renewable resources and a self-sustaining ecosystem.



#### 2.1.1 Community

Shared common spaces and amenities such as community gardens, open spaces, gathering places, neighborhood parks and trails provide residents with sense of community based on their shared environment. Harvest elevates this opportunity by introducing orchards, flower gardens, edible landscaping and neighborhood or central gardens within the developments as unifying thematic elements. These elements further reinforce the sense of community by supporting activities and lifestyle choices centered around the growing, preserving and celebration of locally grown food produced within the neighborhoods. When a neighborhood gardens together, they are also growing resident to resident and family to family relationships.

Harvest highlights the changing of the seasons and harkens back to our agrarian heritage where communities gathered to celebrate the anticipation of spring, summertime, fall harvest and winter season. Central to these celebrations were events and neighborhood activities that included reminders and accents to enhance the season. These simple yet rich amenities will combine with housing that

focuses on a strong connection between indoor and outdoor living to make Harvest a unique living experience within the region. The Project's Homeowner's Association may organize seasonal events and social activities to bring the residents together to celebrate food and experience the benefits of their unique community.

### **2.1.2 Healthy Living & Lifestyles**

Harvest encourages healthy lifestyle choices within the community by providing space to grow healthful foods, access to substantial recreation opportunities, and an aesthetically pleasing, safe environment. Residents can integrate nutritional awareness and activities into their lives that promote health and wellbeing. Through the Homeowner's Association, Harvest can introduce programs designed to educate residents on the benefits of healthy local food and edible plants surrounding their homes. Further, residents will have opportunities to learn how to plant and maintain gardens through master gardener workshops, utilize the harvest in preparing healthy seasonal meals and to better understand the importance of sound nutrition. The holistic and medicinal benefits of plants can also be included as part of the educational curriculum and overall nutritional focus. Other programs may involve partnering with local non-profits and community organizations that support general wellness that include an exercise component such as organized walking, biking and yoga classes.

### **2.1.3 Sustainability**

A sustainable community is one that is environmentally and socially healthy and resilient. Harvest will promote and emphasize resource sustainability through such measures as utilization of water efficient landscaping and a reduction in front yard lawn areas in favor of plants, hardscape features and front porches to encourage more outdoor living within the community.

Orchards and gardens within the community will be viable food resources and aesthetic amenities designed to regenerate and last throughout the year. As an example, rather than treat the native blackberry bushes present along the natural drainage corridors as an invasive plant in need of eradication, they would be enhanced as edible landscape requiring no artificial irrigation. Further, Harvest encourages walkability, interaction and connectivity to optimize the use of public spaces, parks, trails, bikeways and other community amenities through its community focused design.

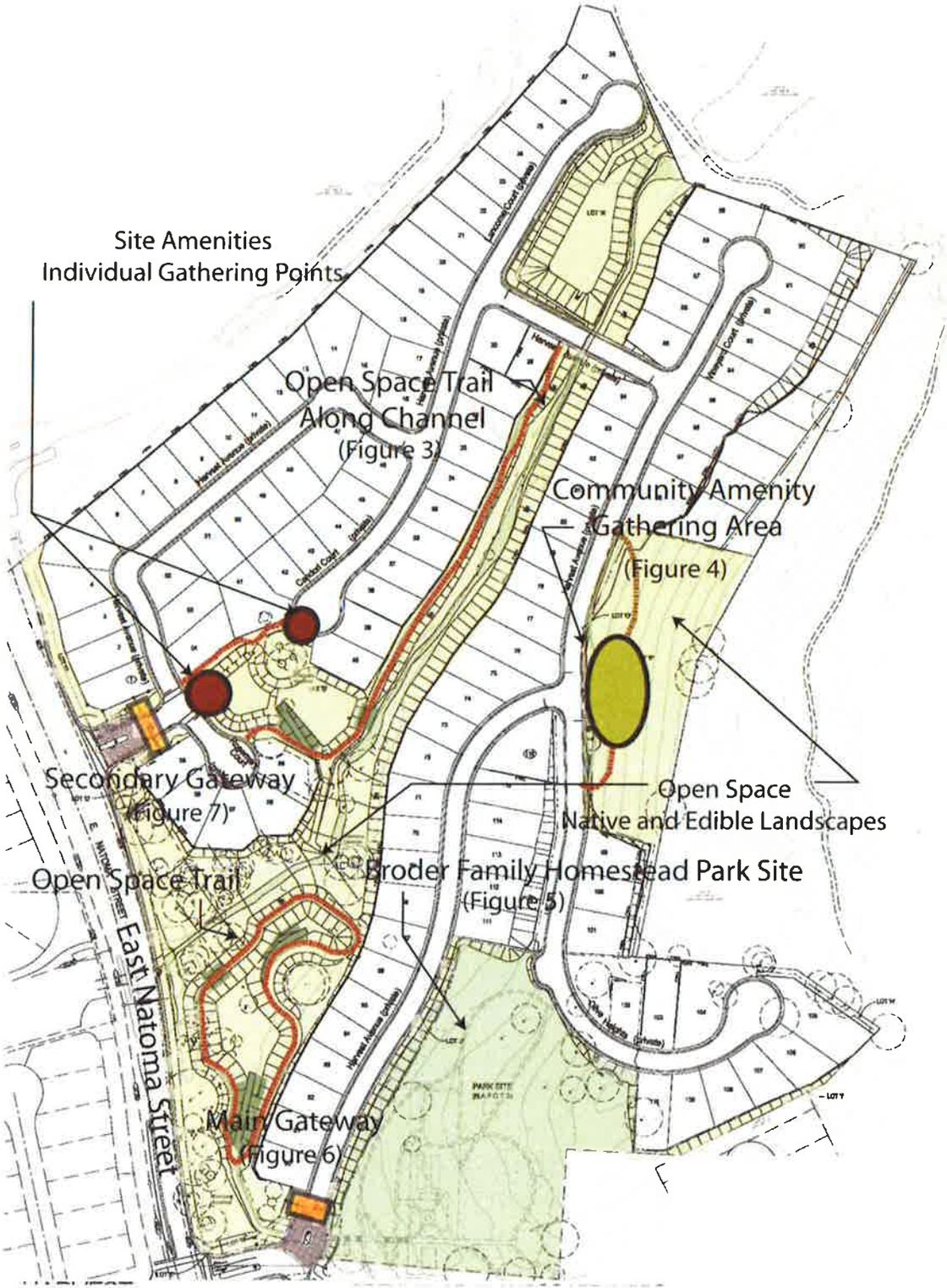
## **2.2 Implementation Program**

The landscape, open space, and community garden elements of the Project described in this document will be administered by the Harvest Homeowner's Association to ensure quality of design, high-level standard of maintenance and neighborhood participation. It is anticipated that the Association would retain a professional landscape/garden design consultant to assist in developing the edible design programming, education and maintenance procedures for the community. The programming is intended to be flexible and reflective of the community needs and interests as they evolve over time.

## **2.3 Project Features that Implement the Theme**

Figure 2 Harvest Community Amenity Opportunities Diagram illustrates the overall land use plan, and the location of key features, or community amenities, that serve to implement the key themes of Harvest. The following sections describe those features.

Figure 2 Harvest Community Amenity Opportunities Diagram



### 2.3.1 Common Shared Open Space

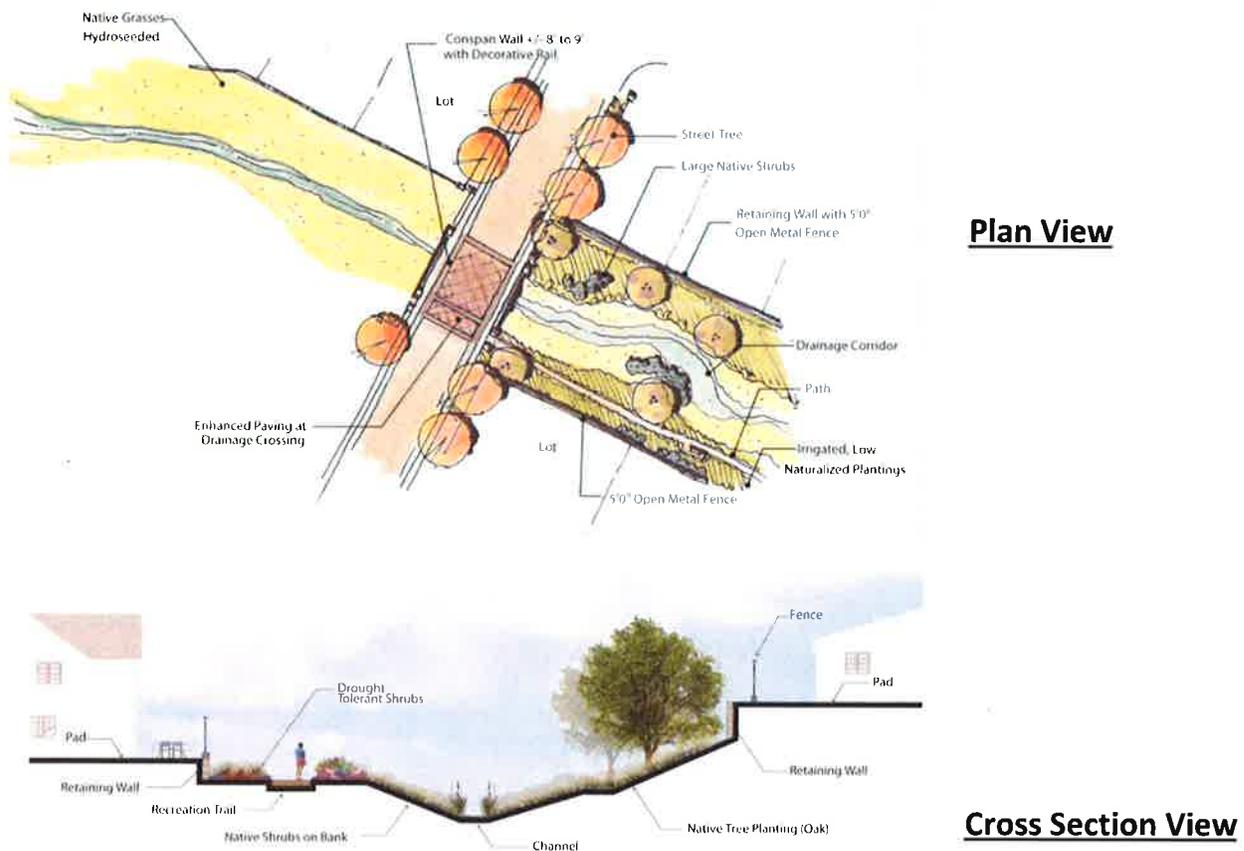
An integral part of Harvest involves community open space areas that encourage orchards, flower gardens, edible landscaping and neighborhood or central gardens within the developments as unifying thematic elements. These elements support healthy activities and lifestyle choices centered around the growing, preserving and celebration of locally grown food produced within the neighborhoods.

The open space will also incorporate the storm water management system that includes drainage corridors and basins. Naturalized landscaping of these features will create an attractive amenity and functional amenity that adds to character of the Project.

### 2.3.2 Enhanced Trail Network

The healthy lifestyle will be encouraged and reinforced through a connected walkways and/or trails that will include common seating and open activity areas along the channel and within the Project. These walkways will provide opportunities to stroll, run or simply rest and enjoy nature in one of the many shaded areas. These multipurpose trails will be comprised of a 14-foot wide all weather surface over base rock and have one foot decomposed granite shoulders. When the trail crosses a residential street colored/stamped concrete will be used to demarcate the crossing.

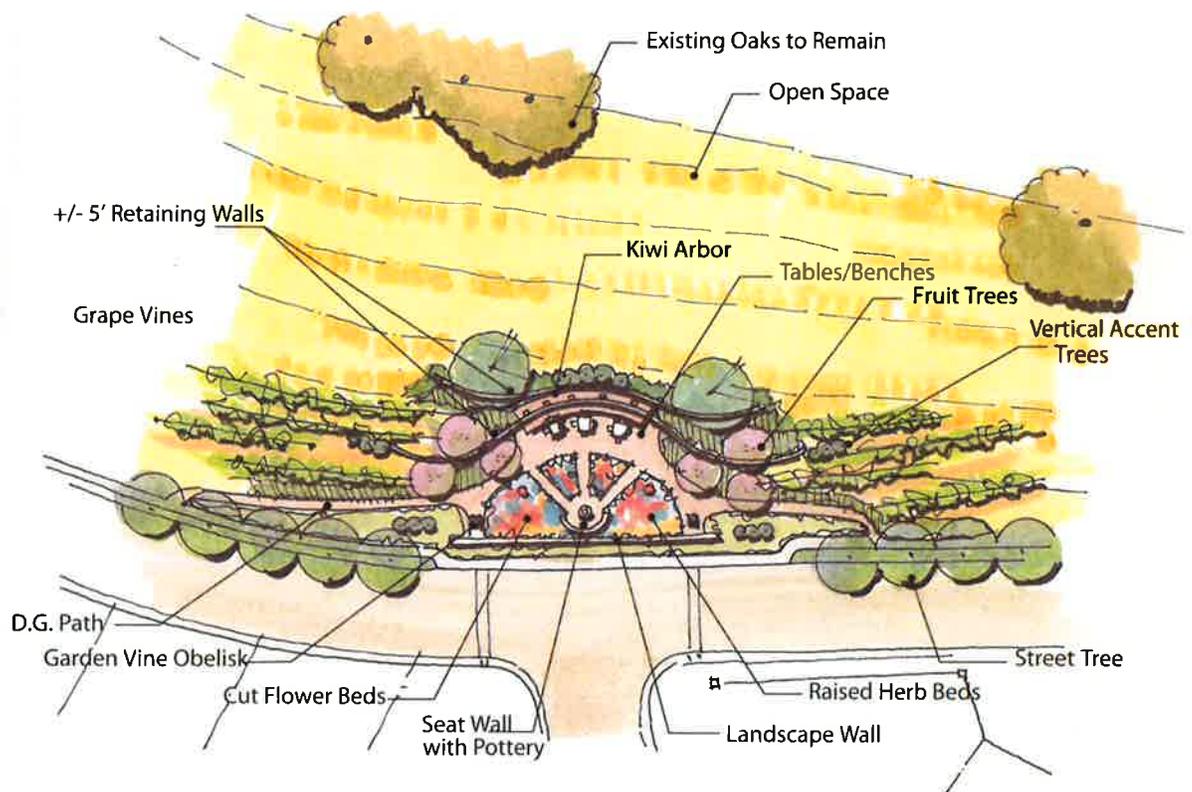
Figure 3 Open Space Trail Along Channel



### 2.3.3 Enhanced Public Realm-the Community Gathering Area

The public realm includes the neighborhood trails, the community gathering area, and the individual gathering areas. The community gathering area is the focal point for the community social activities and community gardening. The gathering area may include such amenities as a paved terrace or patio of sufficient size to host neighborhood events, perhaps with barbecues and picnic tables. The gathering area will also include the primary community garden area with space for both edible and ornamental gardening in individual plots. The gathering area is centrally located adjacent to open space on the east side of the Project where it is an easy walk from all homes via the local street network and the internal trail network.

Figure 4 Harvest Community Amenity Gathering Area Concept



### 2.3.4 Individual Gathering Points

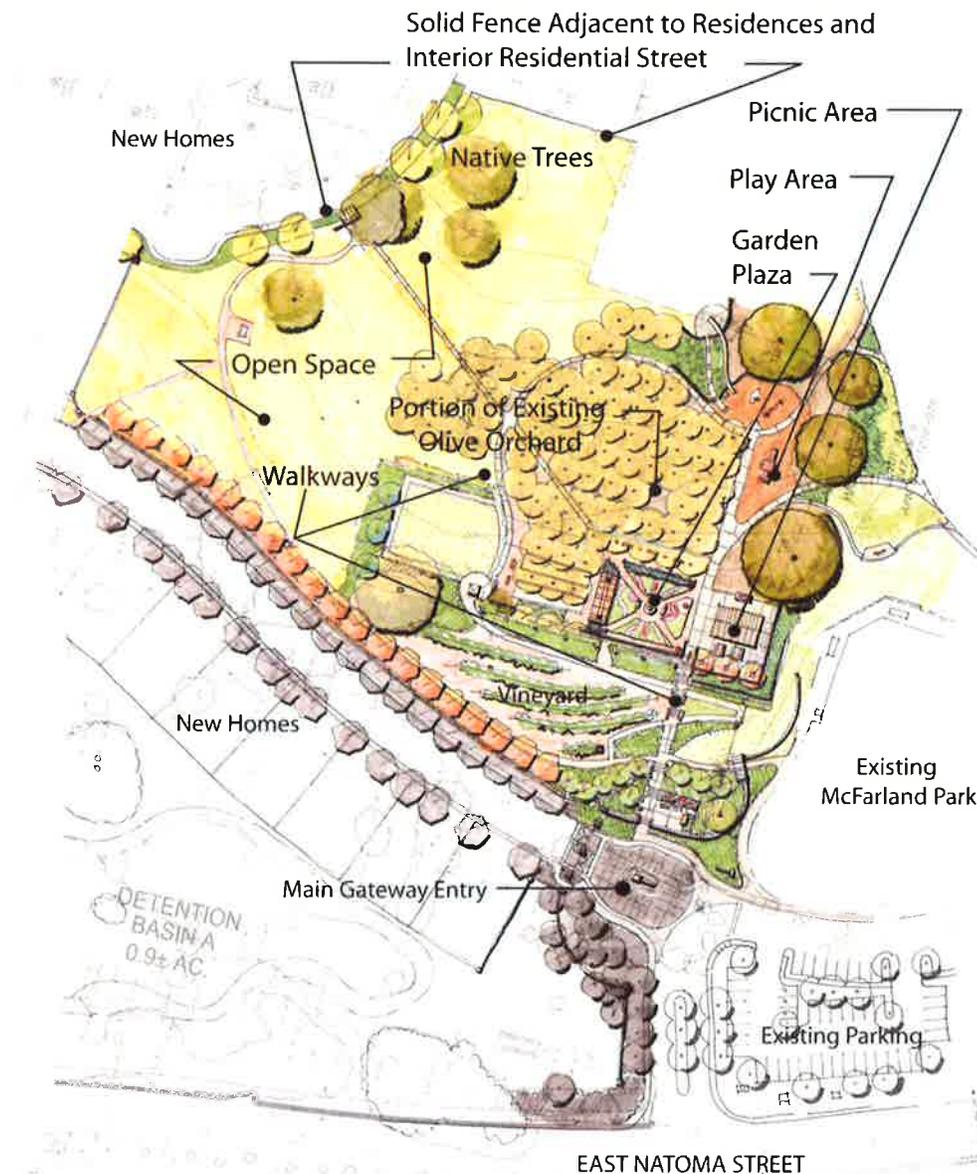
Individual gathering points are distributed through the neighborhood along the open space corridor generally defined by the course of the channel. The gathering points will be linked by the pedestrian trail network to be accessible from all parts of the Project. Each of the gathering points has the potential for a small neighborhood garden space, a place to sit and talk with neighbors, a small children's play area, or all of these.

- Raised beds may be scattered within common areas.

### 2.3.5 Proposed Broder Family Homestead Park Concept

Broder Family Homestead is envisioned as a community park located adjacent to the existing McFarland Neighborhood Park and the Project. The park is a community resource because it incorporates and celebrates the historic ranch, olive and vineyard activity that occupied this site. The park may include portions of the existing olive orchard, the adjacent hillside grassland, as well as elements of the original stone structures and walls. Modern amenities may include a central plaza, picnic and play areas, and paths throughout.

Figure 5 Proposed Broder Family Homestead Park Concept



### 2.3.6 Enhanced Street Scene along East Natoma Street

The streetscape along East Natoma Street will provide a special window into the Project, and contribute to the community amenity that exists along that main street. The street frontage will remain open with a view into the existing native Valley Oaks, the existing drainage corridor, and the new naturalized detention basins.

### 2.3.7 Entry Gateways

The Project will provide gated entries with strong entry monumentation. A shared access with the proposed Broder Family Homestead from East Natoma Street will require an extension of the existing Bowen Drive into the Project. A second access the Project from East Natoma Street will be limited to right-in and right-out turns in order to permit preservation of the existing Natoma Street median. The gateway street surface will be a colored, stamped concrete.



*Natural features will set up an aesthetically pleasing appearance at the project entries.*

**Figure 6 Harvest Community Main Entry from East Natoma Street at Intersection with Bowen Drive**

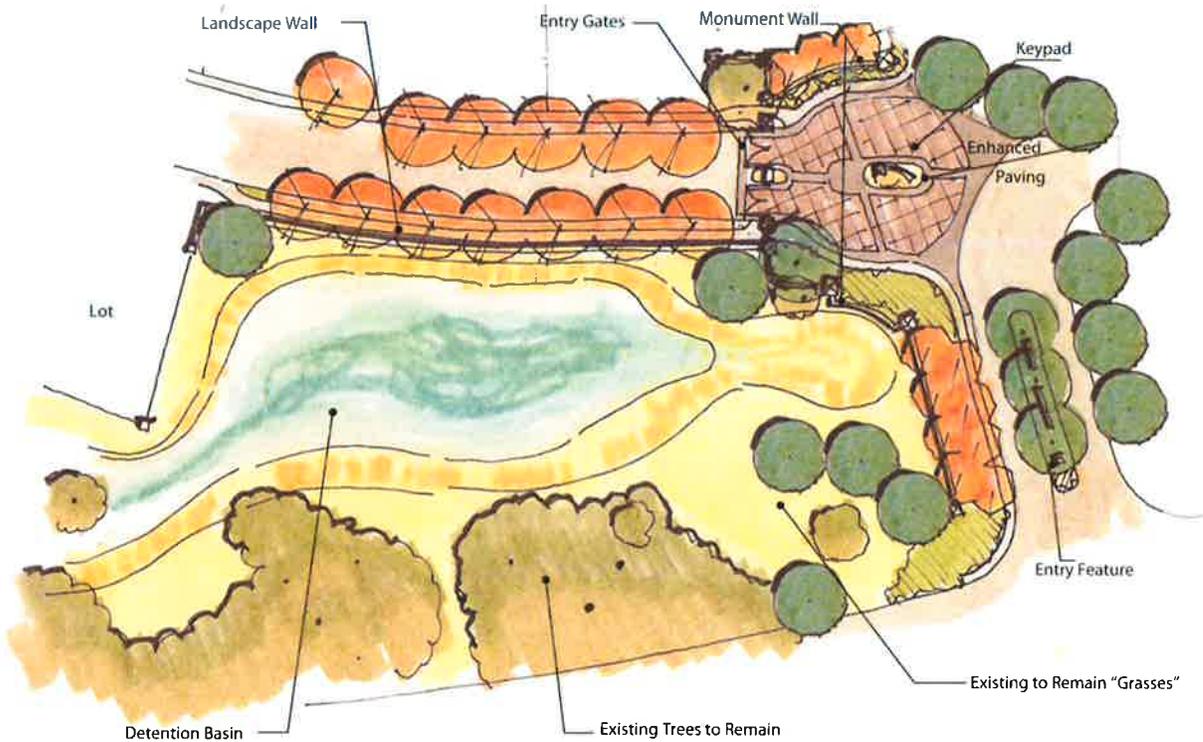


Figure 7: Harvest Community Secondary Entry and Amenity



### 3 Landscape Design Guidelines

#### 3.1 Landscaping Guidelines Main Concepts

##### 3.1.1 Edible Landscapes

The California foothills and valleys are rich with trees, shrubs, and ground cover plants that yield edible fruits and nuts. The streetscape and open space landscape can incorporate many of these plants, including many that are not commonly recognized as edible to create a landscape that is not only beautiful, but a source of healthy food as well. All opportunities to blend edible landscapes in common and private open space is encouraged in Harvest.



*Example of edible landscape features in a residential context.*

##### 3.1.2 Water Efficient Landscape

The goal is to achieve an overall water efficient landscape rating by allowing the use of appropriate combinations of low, medium, and high water use materials to maintain a responsible balance between low and high water use. The concepts of hydro-zoning, or using materials that are compatible in their water use requirements together within the same irrigation zones, are to be applied with all planting and irrigation design.



*Example of common landscape trees.*

Landscape Architects are required to provide state mandated Maximum Applied Water Allowance (MAWA) water use calculations on all landscape plans submitted for permit set review and approval. All plant species ratings for low, medium, and high water use categories shall be based on the UC Cooperative Extension's Water Use Classification of Landscape Species (WUCOLS). In order to achieve the required water efficient landscape rating all landscape plans must meet the State of California, and City of Folsom, standards for landscape design.

##### 3.1.3 Irrigation

All landscape areas shall have automatically controlled irrigation systems. Irrigation design may incorporate the use of spray, and/or subsurface in-line emitter, or other high efficiency drip-type systems, or any combination of those varying system types. Based on industry standard landscape maintenance, and the associated costs, as well as long-term irrigation performance and general plant performance the predominant use of spray irrigation is preferred in all common areas and public projects. All irrigation watering shall comply with City of Folsom Municipal Code Chapter 13.26 WATER CONSERVATION. <http://www.codepublishing.com/CA/Folsom/>

## 3.2 Neighborhood Streets

Residential streets have one travel lane in each direction and a 4-foot attached walk permitting additional front yard area for street trees. On-street parallel parking will be on both sides of the street.

### 3.2.1 Street Trees

Street trees help unify the neighborhood into a cohesive community and provide shade for parked cars, pedestrians and homes. Street trees shall be planted an average of one 15-gallon tree per 25 linear feet of street frontage. Corner lots shall include trees along the side lot frontage as well. To avoid mass loss of trees from species-specific disease, street trees will be selected by street at the time landscape plans are presented to the City. Trees should include a mix of broadleaf evergreen for streets oriented north/south and deciduous trees on an east west axis. This allows for solar access shading in summer and sun access in winter months.

## 3.3 Walls and Fencing

Walls and fencing serve several functions. Masonry unit walls will be used for sound attenuation, deflecting noise from East Natoma Street and retention of grading cuts and fills. Boundary walls are used to define a clear separation between two adjacent land uses and/or restrict access. Decorative landscape, seat walls, and retaining walls are typically used for aesthetic purposes, seating, and non-structural grade separation, respectively. Similarly, fencing is used as a decorative feature to convey a sense of privacy and ownership for property owners and/or for screening purposes.

While there are many positive uses for walls and fencing, if not properly used, they may be physically and visually disconnected from adjacent land uses and detract from the overall appearance of the community. To ensure an acceptable level of quality in design and implementation, walls and fencing will be designed in accordance with the following guidelines:

### 3.3.1 General Guidelines

- Where more grade retention is necessary, terracing or similar options should be considered. Materials such as natural rock, or split face block, or colored poured in place concrete may be used for these walls, with a free form or curvilinear form and aesthetically pleasing appearance.
- Fencing along the edges of parks and open space should be visually permeable to provide uninterrupted



*Vines on masonry wall can reduce the visual impact to the street side and reduce vandalism.*



*Metal fencing height can be reduced using a masonry wall base.*



*Solid wood fence with trim and cap facing public view side.*

views from adjacent land uses and allow observation of public areas to aid security. Where appropriate, a 12" high masonry or concrete base to the fence is desirable for maintenance reasons.

- Private owners are prohibited from planting vegetation or constructing fences or other structures on public open space.
- Metal or wooden fencing may be used within parks and open space or along the adjacent residential property lines. Chain-link fencing is prohibited in these areas. The selected fencing should be simple and elegant in design, emulating the character of surrounding buildings and structures.
- All wood fencing should be painted or stained in a neutral color that blends with the surrounding landscape and or complements the housing color palettes.
- Fencing along the perimeter of parks and open space is not required unless there is a safety issue, but it may be used for increased privacy, to define ownership, or for other purpose.
- Walls and fencing shall be consistent with an overall wall and fencing program that specifies standards and design elements, consistent with these design guidelines. The wall and fencing program will be submitted to the City for review and approval along with submission of the final small lot subdivision map.

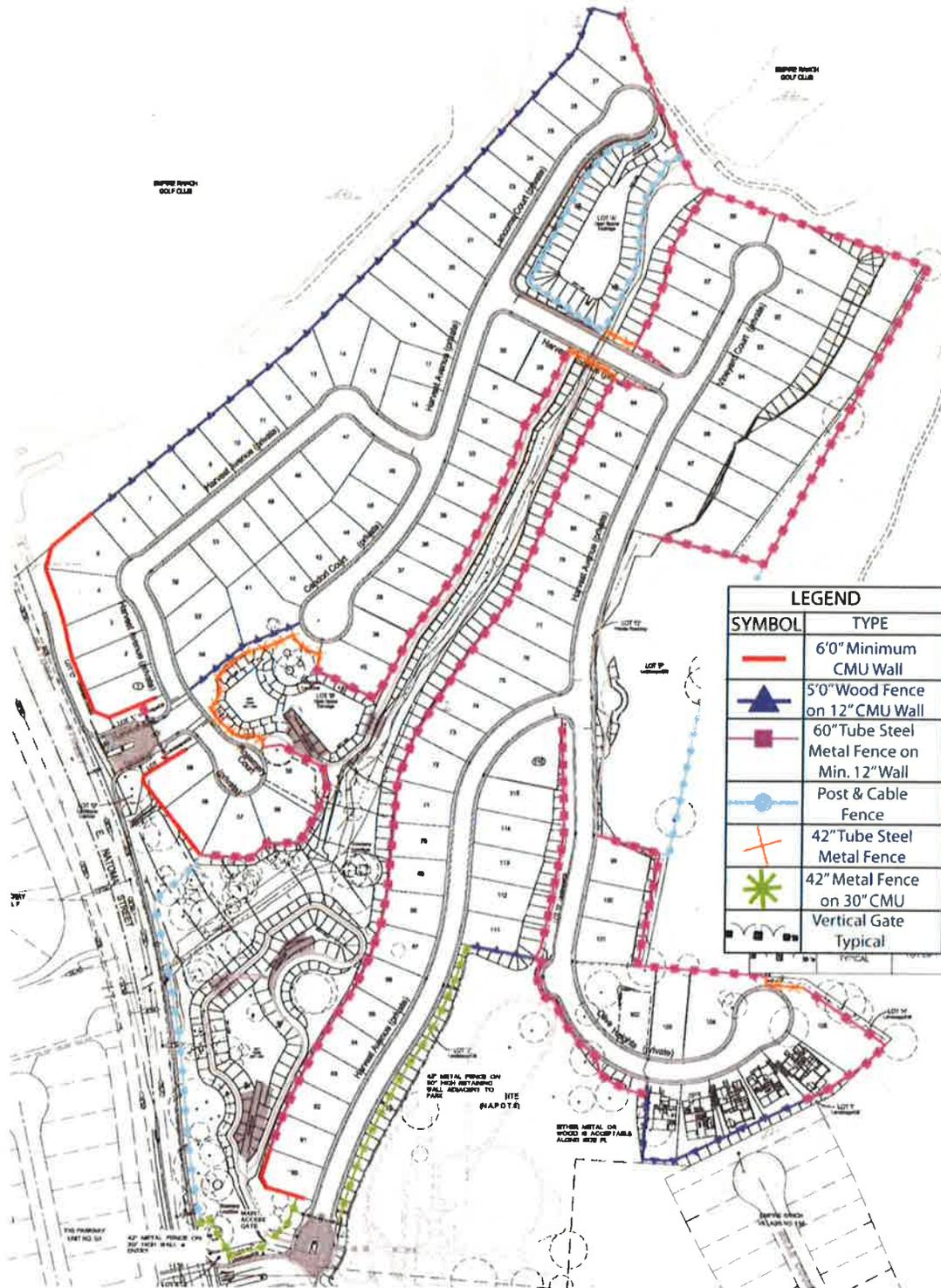
The following guidelines should direct the use of walls and fences:

- Walls backing up to the East Natoma Street edge shall be the community wall with height minimum dictated by sound study recommendations.
- Good neighbor wood fence should not exceed 6 feet
- Fencing separating private open space from publicly accessible open space areas shall be perimeter open tubular steel metal fence on 12" high masonry or concrete base.
- Fencing adjacent to the front yard and side yard of a corner home shall be enhanced with cap and trim, and all panels facing the public side public side.



*Edible landscape components, i.e. Fruiting trees, berries, herbs, cut flowers, along fence lines enhance the theme of the Harvest community.*

Figure 8: Harvest Community Fencing Exhibit



### 3.3.2 Masonry Walls

Masonry walls will occur in two contexts. The walls adjacent to East Natoma Street will provide noise attenuation for homeowners adjacent to this street. Retaining walls for retention of grading cuts and fills will also be used.

- Walls should be designed so that they do not detract from a sense of openness and obstruct desirable public views of open spaces;
- Masonry walls may be used only adjacent to East Natoma Street and for retention of grading cuts and fills.
- Masonry wall design shall incorporate tree, vine, shrub, and hedge plantings to soften their appearance with a goal of covering the wall within five years.
- Walls visible from East Natoma Street shall be constructed of materials and in colors with the same appearance as those walls to the west side of East Natoma Street.
- Noise attenuation wall heights shall be determined by sound study recommendations.

The perimeter walls at Harvest include several required elements; pilasters (min 32" sq.); field block, and cap that complement existing colors and finishes along East Natomas Street. Pilasters are spaced at changes of direction and along long lengths of wall no greater than 150' on center. The wall will be faced with an evergreen vine to minimize its visual awareness to the public side.

### 3.3.3 Fencing

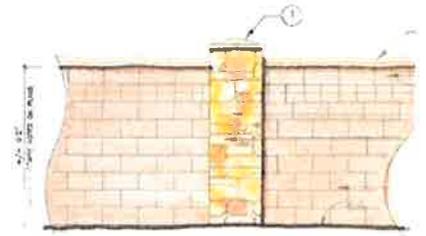
Fences at Harvest are made up of several required elements; pilasters (posts); horizontal rails at bottom, waistline, and top; and infill boards called the "main body" and "upper body". Fencing may be site-constructed or prefabricated, in module widths between 6' and 9'. Except for pilasters, all fencing components should be visually consistent with common lumber sized and construction. Depending on the slope of the lot, stepping is typically required. Sloping the top of the fence will be allowed. Fence design may be altered depending on architectural styles.

#### Fencing Guidelines

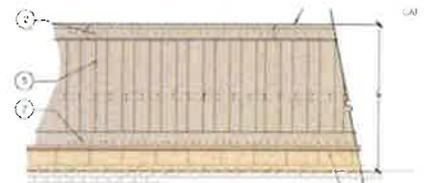
- Fences help to define the edges of yards and give privacy to side and rear yards. At Harvest, they are background elements that help to highlight landscaping and architecture.

#### Fencing Material

- Wood: Cedar or redwood fencing shall be painted or stained to complement house color palettes.



*Appropriately placed sound walls will help attenuate unwanted noise, but should not disconnect residents from open spaces or detract from desirable views.*



*Wood fencing facing public view adjacent to Empire Ranch Golf Course should include depth, using trim, capped.*



*Metal fences maintain views to open space.*

- Metal: Open picket tube steel or aluminum metal fencing.
- 5 feet is minimum fence height for pool security fence.
- Instances where base walls are incorporated into fence design, material shall match block material used in masonry wall for continuity.

### **Fence Plantings**

- Lawn is not permitted at the base of fencing.
- Must provide a minimum two-foot deep foundation planter at the interior and exterior of the fence's base.
- Plant Spacing is dependent on each specific plant type.

### **Front Yard Fencing**

- All front yard fencing should be consistent with the architectural style of the house.
- Recessed minimum 5 feet from front facade of house (porch excluded).

### **Rear Yard & Interior Side Yard Fencing**

- Maximum height 6 feet from finish grade on high side of yard;
- Fence facing neighboring back and side yards shall be 6 feet privacy design.
- Fencing must be built on the pre-determined fence line outlined on plot plan.
- Double fencing is not allowed.
- Recessed minimum 5 feet from front facade of house (porch excluded).

### **Rear Yard Perimeter Open Metal Fence Adjacent to Open Space**

- Maximum height is 6 feet.
- 60" is minimum fence heights for pool security fence.
- Example: Manufacturer: Basalite- Proto II or colored concrete.



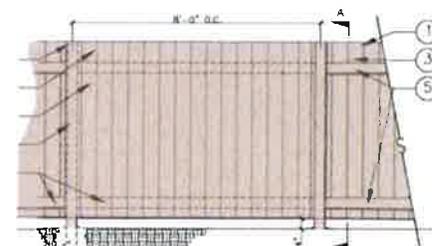
*Metal fences shall be placed at back of lots adjacent to open space.*

### **Street Side Yard Fencing**

- Maximum height is 6 feet and may be wood or metal depending upon orientation of lot to street or open space.
- Wood fence should be enhanced with cap and trim.
- Place fence outside Public utility easement.

### **Good Neighbor Wood Fence**

- Maximum height is 6 feet and may be wood or picket style depending upon exposure to street



*Good neighbor fence between units.*

### **Open Space Edge Fencing**

- Open Space edge fencing is located along the boundary of both preserves and open space use areas. Such fencing shall be installed adjacent to open space areas where the protection of

sensitive species is required, where public safety is a concern, or where the boundary between public and private property should be defined.

- Should be designed so that they create a sense of openness and provide desirable public views of open spaces.
- Post and cable barrier is proposed for use along the open space lots. As shown, the post and cable fence will be located at the designated open space or common areas.
- Open metal fence may be used as a barrier to access and shall be max. 42" height.



*Post and cable shall be used to protect open space areas from unwanted access.*

### 3.4 Lighting

As a “walkable” community security lighting that works at the pedestrian level is a key element at Harvest. Note that safety lighting at intersections would generally need to have high intensity levels for traffic and pedestrian/bicyclist safety. Design for lighting in general, and particular for project signage, should utilize technologies for implementing “dark sky” concepts. Project specific lighting should highlight major landscape features, pedestrian corridors, project entries, and the outdoor gathering spaces, with pedestrian-level lighting that utilizes bollards and low pole lighting.

- Simple, low voltage clear landscape lighting is permitted for practical night-time safety and pedestrian circulation.
- Fixtures should complement the architecture and encouraged to be downward firing to mitigate light pollution and nuisance to neighbors.



*Street lighting scaled to residential street. City of Folsom Type B post mounted fixture*

### 3.5 Site Furnishings

A unified family of street furnishings will be selected for Harvest that includes picnic tables, mailboxes, trash receptacle and benches. These are examples of the level of quality of site furniture envisioned for the Project:



#### 3.5.1 Decorative Art

Outdoor art work, particularly wrought iron work in common areas and entry features of the project, is encouraged. The decorative art plan shall be incorporated into the landscaped plans for the Project.

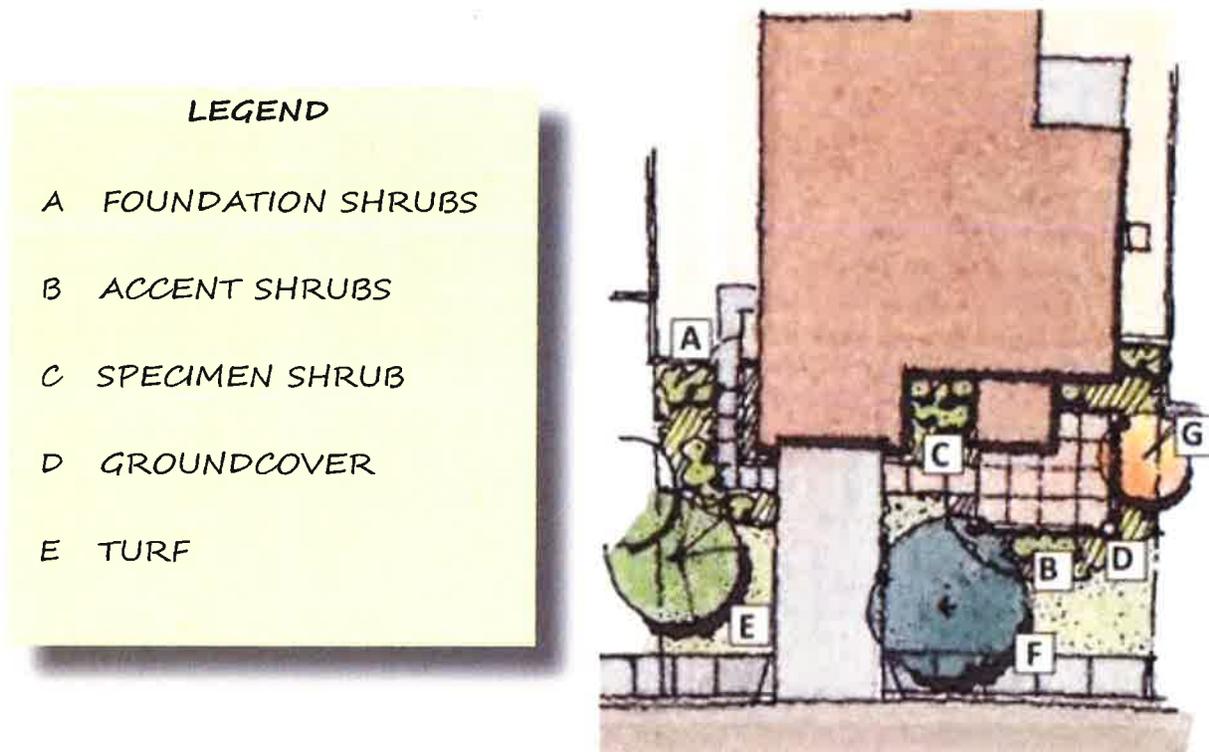
### 3.6 Residential Landscaping

Front yard landscaping throughout the neighborhood should have a continuous ribbon of ground cover between the front curb and the face of the homes that reinforces the character created by the street trees along each side of the street whenever possible. Street Side Yard Landscape should include a combination of streetscape and adjacent private property along streets to the side of the home. All areas adjacent to fences and houses should have transition planting. The edge between the planting and the turf should modulate in smooth sweeping curves. See City of Folsom Master Tree List.

#### 3.6.1 Planting requirements

- All yards must have plantings surrounding the following locations:
  - Foundation
  - Fence
- All planting areas should contain a minimum of 12 inches of conditioned, amended, and fertilized soil and top dressed with 2 inches of bark mulch.
- Weed control fabric is not required in planting beds. However, a pre-emergent weed control product is recommended.
- There must be a continuous edger between the plant bed and mowed turf when planting. (Composite, steel or shovel-cut edging, no concrete).

Figure 9: Typical Lot Landscape Planting Techniques



### 3.6.2 Front Yard Trees

- Installed by builder prior to closing.
- To quickly establish a more mature street scene, larger front yard trees are encouraged. For example, rather than plant a typical 15" box tree, increase the size to 24" and plant either two 24" trees or one 36" box tree(s) on corner lots.
- May contain varieties of edible fruit trees such as, but not limited to Pear, Apple, Peach, Nectarine, or Plum. Fruiting trees shall be planted and maintained to avoid fruit drop on the sidewalk.
- A minimum of 2 feet mulched radius tree ring or rectangle from curb to sidewalk is required at the base of the tree and be consistent with the edging in the yard. (composite, steel, or shovel-cut)
- Deciduous trees should be located to provide summer shade on south/south-western exposures.
- Tree spacing is dependent on species type.
- Evergreens should be at least 6 feet in height at installation.
- Location and amount outlined on plot plan.
- 2 inch caliper minimum.
- Accent trees provide seasonal color and or visual interest by their shape, color or texture.



*Example of the integration of edible landscape features in a residential context.*

### 3.6.3 Shrubs

- Specimen Shrubs
  - Specimen shrubs are usually larger and bolder in character and provide seasonal change.
  - They usually occupy an important and significant amount of space in the garden.
- Typical size at installation is 5 gallon.
- Shrub Spacing: varies depending on species type; typically never more than 5 feet on center.
- Planting plans are encouraged to have a mix of both evergreen and deciduous plants for all year color.
- Edible shrubs, (i.e. Blueberry), may be used.
- Accent shrubs are smaller and highlight certain architectural elements such as a front entry.
- Hedges are permitted on all lots and must be maintained on a regular basis.



*Edible shrub and groundcover features in the landscape are encouraged*

### 3.6.4 Foundation Plantings

- Foundation plantings are required at the base of houses and garages.
- Foundation planter beds should be a minimum of 3-5 feet deep and screen the foundation.

- Plantings should be planted at denser-than-normal spacing to ensure good foundation coverage.
- Foundation plant layering: Plantings should reflect a vertical layering effect composed of low, medium and tall plant material. Plant layering should terrace upward as it approaches a structure(house) with the tallest material next to the structure. For example:
  - Low = lawn and ground covers
  - Medium = perennials and smaller shrubs
  - Tall = foundation shrubs and hedges.
- Foundation shrubs are planted near homes and fences and vary in height (low in front of windows, high in front of fences) to provide a transition between other landscape elements and the home.

### **3.6.5 Ground Cover and Turf**

- Ground cover includes living material, but stone, cobble, gravel, and or bark mulch may be permitted to achieve water-conserving design.
- Low-growing (6" to 18" high) and spreading (3' to 12' wide) plants that cover the ground and keep weeds down. They can add seasonal interest with flowers and color.
- Spacing a minimum of 18 inches on center, depending on species type.
- The groundcover edge shall consist of recycled plastic bender board. Other materials may be considered if they can create the required smooth sweeping curves.
- Turf substitutes are preferred, but not required. However, when provided, mowed turf areas must be large enough for practical use (minimum of 5' wide) and be located no closer than 3-5 feet from foundations (house and garage,) and 2 feet from fences and tree trunks.
- As strongly suggested in the State Water Efficient Landscape Ordinance and the City of Folsom Water Efficient Guidelines, turf in landscape areas should be restricted to a percentage of the landscaped area, and generally restricted to areas of high visibility and impact.

### **3.6.6 Edging**

- Edging should not to be the focal point in landscaping.
- Preferred edging is shovel-cut but edging material may consist of steel or composite.

### **3.6.7 Perennials**

- Minimum plant size at installation is 1 gallon
- Spacing: 18 inches on center, depending on species type.
- Planting plans are encouraged to have a mix of both evergreen and deciduous plants for all year color.
- Hanging plant baskets and pots are encouraged on the front porch.



*Example of raised bed with edible and ornamental plants.*

### **3.6.8 Edible and Cut Flower Gardens**

- Residential vegetable, herb, and cut flower gardens visible from the street must be drip irrigated, tended to avoid blown soil and not allowed to remain fallow for more than 6 months.

### **3.6.9 Boulders**

- Boulders are permitted, however, when they are used they must complement the architecture and landscape size, color and placement and must be installed 1/3 below ground.
- Boulders are permitted for retaining walls.

### **3.6.10 Garden Structures (Trellises, Arbors.)**

- Residential garden structures visible from the street should be consistent with the house's architectural and landscape character and located in a manner which complements both.

### **3.6.11 Paving**

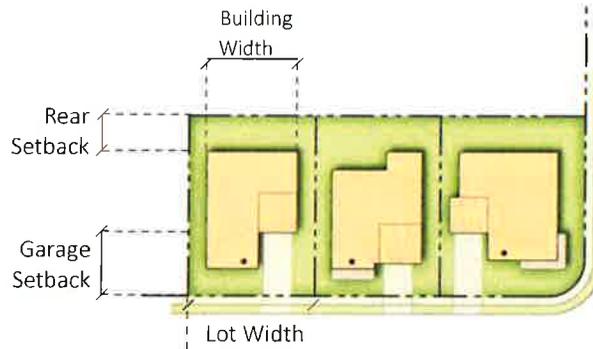
- Pervious paving is recommended in areas such as garden walks and secondary pathway through the yard.
- Paved patios and decks must reflect the architecture of the home.
- Colored or stained colored concrete is encouraged, however, painted concrete is not allowed.
- Driveways, and attached may be colored, and scored in square pattern.
- Access walks to house may lead to sidewalk or driveway.
- Minimal standard driveway widths are encouraged so that they do not negatively impact the streetscape and walkability of the neighborhood.

## 4 Architectural Design

### 4.1 Building Setbacks and Siting

Residential building setbacks are a key element in defining the public realm along streets. Building setbacks help determine how a building sits on a lot which in turn affects the pedestrian interface experience.

- Setback lines will adhere to the minimum requirements as provided in the Residential Development Standards in this document (Section 4.9).



- To promote an active street scene, buildings should be oriented toward the street, with entry areas facing onto the street.
- Large expanses of blank walls, garage doors, and utilities along the front areas of buildings and lots should be avoided.
- The primary living areas of the home should visually dominate the street scene. The front elevation of individual homes should emphasize features such as entries, windows, front porches, covered terraces and living areas rather than garage doors.



*Indoor activity spaces facing onto the street with entries, windows, and front porches dominating the building elevation.*

#### 4.1.1 Corner Lot

Buildings on corner lots can create visual gateways at intersections and provide opportunities for street articulation and active use. In general, corner lots should consider the following guidelines:

- Wrap around porches are encouraged for corner lots.
- The aesthetics of side elevations should be equal to the front elevation in detail and articulation.
- The length of building on the side-yard conditions should be maximized to reduce side-yard fencing. Side-yard fencing on corner lots should not exceed 35% of the lot dimension along the side street.
- The side street elevations on corner lots can provide architectural features that create a

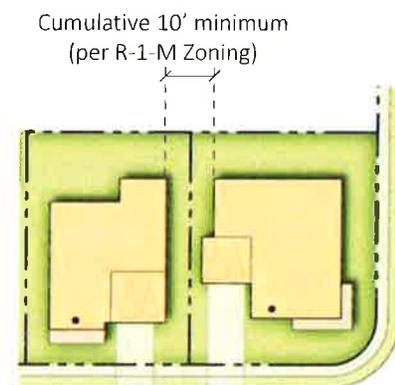
presence to the street and improve the visual surveillance of the public realm.

- Use of building styles with greater massing and height on corner lots is encouraged. Such styles visually anchor the block and reinforce a sense of entry into a neighborhood. To this end, buildings on corner lots must address both street frontages. Corner lots are wider to accommodate the side yard setback along the side street and allow architectural articulation and landscaping.

#### 4.1.2 Side Yards

Side yards are the setback areas between buildings and can be used as connector spaces or functional use spaces. Refer to Development Standards for side yards standards.

- To ensure connection and walkability, a walkway from the driveway to the side yard fence on the side of the home shall be provided.
- A walkway from the side yard gate to personal door entry into the garage from the side yard shall also be provided.
- Side yards shall have a pad adjacent to the side yard walkway (behind the fence) for placement of two 50 gallon recycling “cans” or an alternative dimension needed to accommodate three smaller cans.
- For privacy purposes, windows that face onto side yards will be designed so that they do not align with neighboring homes.



*Side yards between buildings should meet the setback standards but not allow space for large vehicles to park in them.*

## 4.2 Building Form, Massing, and Height

Buildings with good form and massing will help articulate the streetscape and create a more human scale, pedestrian friendly and harmonious environment. Building form, massing, and height should reflect the following guidance:

- To create variety and visual interest along the streetscape, massing of larger residential buildings should be broken down into smaller components.
- 2-story building massing may include one-story elements to soften the overall scale of the building.
- Wall planes should be staggered to offer refinement of building massing. This can occur on the horizontal plane and/or vertical plane.
- Projection and architectural elements appropriate to the architectural style of the building are encouraged as they also help refine massing and interest to the streetscape.



*Out of Scale Streetscape Example*



*Harmonious Streetscape Example*

- Building heights are regulated by the City of Folsom Zoning Code.

#### 4.2.1 Roofscape

To help create an interesting streetscape, roofs should vary in forms, pitches, styles, and heights. This can be achieved through:

- Roofline design that incorporates changes in direction, pitch, architectural styling and configuration.
- Roof framing treatments may include: gables, sheds and hips. Generally flat roofs are not allowed unless they can be proven to be appropriate architectural styles of the building.



*Variation in Roofline Example*

#### 4.2.2 Elevations

Well-designed building elevations can create an interesting streetscape and can enhance the overall character of the neighborhood.

- To create visual interest, any street facing building elevation should consider recesses, overhangs, changing rooflines, and other design elements that provide shadows and depth.
- Building elevations facing the street should include design elements that provide shadow and depth. Such elements include: recesses, overhangs, changing roof lines, balconies, wall projections, and covered entries.
- Safety and security should be promoted by designing building facades that enable visual surveillance “eyes on the street” of public areas.

#### 4.2.3 Garages and Driveways

- To create a more pedestrian friendly streetscape and promote architecture forward design garages should be offset behind the living spaces of the building.
- Garage door setback shall conform to minimum requirement per Residential Development Standards.
- In general, the appearance and prominence of the garage doors in the building facade should be minimized and designed to complement the building architecture.

### 4.3 Details

- Building details shall enhance and complement the overall building design and its associated architectural style.
- Architectural details such as trim, window boxes, brackets, trellises, molding, and sills shall be designed to be proportional to the element they are enhancing.
- Use of awnings and overhangs may be appropriate for some building styles to enhance overall design.
- Building details shall occur wherever the building is visible to the public.

### 4.3.1 Entryways

To create a more human scale environment and provide transitions from public to private spaces, street facing building elevations shall be designed with entries, porches, and other architectural elements. A clean entry sequence extending from the public sidewalk to the front door may be accomplished through:

- A walkway (not inclusive of the driveway) from the sidewalk to the front porch or residential entry.
- A walkway from the porch or residential entry to the driveway. Use of functional front porches or front stoops.
- Clearly defined site and building entries that are in scale with the dwelling and are oriented directly to the street frontage.
- Clearly identifiable front doors of each unit from the adjacent street, with the use of distinctive architectural elements and materials to denote the prominence of the entry.



*Distinctive architectural materials and elements help to establish the entry.*

### 4.3.2 Doors and Windows

- Front doors shall be high quality, visible from the street and complement the architectural style. The use of distinctive upgraded hardware and materials denoting prominence is encouraged.
- Doors and windows should complement the architectural style of the building.
- Window and door materials shall not include reflective glass, as it creates glare.

### 4.3.3 Colors, Materials, and Finishes

Building materials, colors, and finishes provide interest and variety, and help to create a more human scale to the building form. The selection of materials and finishes should be consistent with the architectural style and character of the residence.

Finishes should appear in a complete presentation as indicated below.

- Building materials and colors should be complementary, promoting a more harmonious appearance and style. Frequent changes in materials should be avoided.
- Use high-quality, durable, and low maintenance materials that project a sense of permanence.
- Accent materials should be used to add interest and variety to the building design. Materials may include but are not limited to brick, tile, natural or manufactured stone, cementations siding material, and stucco. Avoid use of T-111 siding, and plastic/fiberglass materials that may fade or weather.



*Porch and door color selection help to make the door visible from the street.*

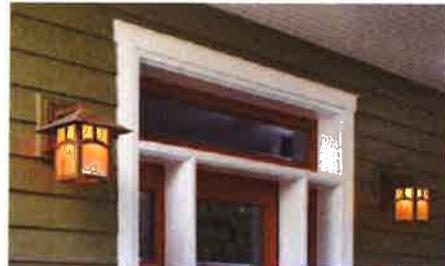
- The primary building material should be expressed on building faces that are visible to the public. The primary public facing façade should allow for additional material and details.
- Use of stone and other masonry materials, particularly for accents, creates a more solid and permanent appearance to the building facade and neighborhood.
- Create architectural variety using a minimum of three basic colors, and house materials that are texturally different, yet visually compatible.
- Where wainscot like veneers are added to a front elevation they must return in a logical and complete fashion. For example, a veneer placed along the front elevation that extends to a corner must wrap around the corner and terminate at the side yard fence. Similarly, when veneers are applied to a column they should wrap at least three sides of the column.
- Where practical, buildings should integrate resource-friendly technology and green building practices into the building design.
- Use of energy efficient building design is encouraged.



*Colors and materials that complement each other enhance the design of a home.*

#### **4.3.4 Architectural Lighting**

- Exterior lighting fixtures should complement the overall architectural style of the building.
- Lighting fixtures shall not create flare or spillover to adjacent neighbors.
- Use of lighted building address numbers so that it is visible from the street at night.



*Lighting fixtures help to establish the prominence of the entry way while complementing the architectural style.*

## 4.4 Architectural Styles and Character

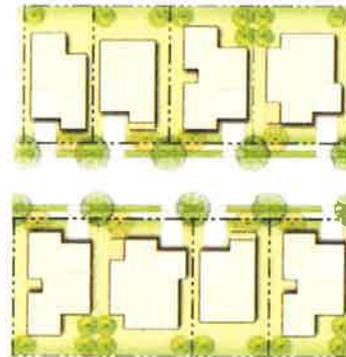
These recommended architectural styles work with Harvest's landscape elements to create a neighborhood centered on the concept of building community, perpetuating sustainability, and healthy lifestyles.

### 4.4.1 Streetscape Variation Criteria

While the whole neighborhood composition is unified, individual homes present considerable opportunity for variation in style, massing, detailing, and color. Primary techniques in creating a sense of variety within a street scene are to vary the building styles, building heights, and massing. A successful combination of different building plans and elevations offers each home an individuality that harmonizes with other homes at the neighborhood scale.

The following guidelines relate to streetscape diversity:

- Diversity in product type can be achieved with significant variation in floor plans, configurations, heights, and massing, and minor variations in size or number of bedrooms.
- Models with identical architectural elevation should not be placed next to or across from one another.
- To create visual interest and variety that contributes to the character of the neighborhood a variation of architectural styles should be provided along the street.



*Diversity of floor plans provide interest to the streetscape.*

### 4.4.2 Recommended Architectural Styles

These guidelines identify six architectural styles:

- American Traditional
- Craftsman
- California Ranch
- Monterey
- Spanish Colonial

In conjunction with the residential design guidelines above, the Architectural Style Sheets provided in this section illustrate the style of homes likely to be proposed with the Project. The massing, character, and detailing of the architectural styles should be as authentic to the selected styles as possible. However, the style sheets should be used with flexibility to allow contemporary adaptations of traditional vernaculars. Architects and designers are encouraged to exercise creativity and individual expression in conceiving and interpreting architectural form. Furthermore, architectural styles should be honest and appropriate for the building typology.

## American Traditional

The American Traditional Style evolved in the early twentieth century influenced by American Colonial styles as formal as Georgian Revival and those simple and functional as Cape Cod, New England Colonial, and Farmhouse.



*\*representational elevation is for reference only*

ELEMENT	TYPICAL CHARACTERISTICS
<b>Form</b>	<ul style="list-style-type: none"> <li>• Asymmetrical massing with a vertical and horizontal break</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>• 5:12 to 12:12 roof pitch</li> <li>• 12" to 18" overhangs</li> <li>• Concrete roof Tile- flat or shake appearance</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>• Horizontal Siding- may be combined with stucco</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Vertical multi-paned windows at front elevations</li> <li>• Multi-paned windows or inserts on side and rear elevations in high visibility public view areas</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>• Simplified cornice trim at gable ends</li> <li>• Window and door trim- wood and siding, foam on stucco</li> <li>• Surface mounted on front elevations must complement architectural style</li> <li>• Garage door patterns to complement style</li> </ul>

### ***Italianate***

The Italianate Style draws from 16th century Italian Renaissance architecture. Homes of this style begin with a formal box-like massing topped with a low-pitched roof with moderate to widely overhanging eaves with barrel shaped or flat roof Tiles. Facades commonly consist of stucco and stone with arched windows and doors.



*\*representational elevation is for reference only*

ELEMENT	TYPICAL CHARACTERISTICS
<b>Form</b>	<ul style="list-style-type: none"> <li>• 2-Story</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>• 4:12 to 5:12 roof pitch</li> <li>• 16" to 24" overhangs</li> <li>• Cross hipped or cross gabled</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>• Stucco</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Vertical multi-paned windows at front elevation</li> <li>• Arched, segmentally arched, or traditional rectangular top</li> <li>• Vinyl framed windows</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>• Stucco over foam window and door trim</li> <li>• Arched, segmentally arched, or rectangular shaped doorways</li> <li>• Arched stucco column porches</li> </ul>

## Craftsman

The Craftsman style grew out of Bungalow architecture and was strongly influenced by the English Arts and Crafts movement. It is truly an American style which originated in Southern California, and spread across the country during the 1920's and '30's through pattern books and catalogs. Like the Bungalow, Craftsman architecture sought the elimination of superfluous ornamentation, creating beauty through the simplified lines and masses of the building itself.



*\*representational elevation is for reference only*

ELEMENT	TYPICAL CHARACTERISTICS
<b>Form</b>	<ul style="list-style-type: none"> <li>• Simple 2-story boxed massing with vertical and horizontal breaks</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>• 4:12 to 5:12 roof pitch</li> <li>• 12" to 18" overhangs</li> <li>• Flat concrete Tile- shingle appearance</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>• Horizontal Siding- may be combined with stucco. All material changes must occur on inside corner.</li> <li>• Stone accents on walls and/or porch</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Vertical multi-paned at front elevations</li> <li>• Multi-paned or inserts on side and rear elevations in high visibility public areas</li> <li>• Vinyl framed windows</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>• Entry porches with heavy square columns or posts on stone or brick piers</li> <li>• Shaped wood header trim at windows and doors- wood on siding, foam on stucco</li> <li>• Simple knee brace</li> <li>• Surface mounted fixtures on front elevations must complement architectural style</li> <li>• Full porches with heavy square columns or posts on stone piers</li> </ul>

## California Ranch

Representing one of California’s true vernacular styles, the Ranch style evolved from the large ranches developed by early Californians in the late nineteenth century when cattle raising was the principal occupation. In the mid-1930’s, Cliff May began adapting the ranch house design and layout to the contemporary family lifestyle. His designs maintained much of the character of the early “ranchos” but incorporated contemporary materials, thus initiating the acceptance of the style in today’s communities.



*\*representational elevation is for reference only*

ELEMENT	TYPICAL CHARACTERISTICS
<b>Form</b>	<ul style="list-style-type: none"> <li>• Horizontal profile arranged linearly and relating to outdoor spaces</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>• Hips and gables</li> <li>• 4:12 to 5:12 roof pitch</li> <li>• Concrete Tile shingle appearance</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>• Vertical or horizontal siding- may be blended with stucco</li> <li>• All material changes must occur at an inside corner</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Vertical multi-paned windows at front elevations</li> <li>• Multi-paned windows or inserts on side and rear elevations in high visibility public view areas</li> <li>• Vinyl framed windows</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>• Exposed rafters and/or fascia boards</li> <li>• Porches and verandas roofed or trellised with simple wood post and beam construction</li> <li>• Window and door trim- wood on siding, foam on stucco</li> <li>• Sliding glass doors to connect indoor/outdoor spaces</li> <li>• Surface mounted fixtures on front elevations must complement architectural style</li> </ul>

## Monterey

The Monterey style emerged in the mid-nineteenth century when a Boston merchant, Thomas Larkin, came to Monterey, California. The original style combined the two-story New England colonial house with an Adobe brick exterior. Later, the Monterey style was merged with elements from the Spanish Eclectic and Colonial Revival styles. Regardless of this evolution, the defining feature of the Monterey style remained the same: a prominent second-floor balcony.



*\*representational elevation is for reference only*

ELEMENT	TYPICAL CHARACTERISTICS
<b>Form</b>	<ul style="list-style-type: none"> <li>• Simple box plan form</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>• Main Hip roof front to back at 4:12 to 7:12 and shed roof break over balcony at 3 1/2 to 4 1/2:12 roof pitch</li> <li>• 12" to 24" overhangs</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>• Stucco</li> <li>• Brick accents on lower story wall</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Vertical multi-paned windows at front elevation</li> <li>• Multi-paned windows or inserts on side and rear elevations</li> <li>• Vinyl framed windows</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>• Wood balcony and railing</li> <li>• Shutters on primary windows</li> <li>• Surface mounted fixtures on front elevations must complement architectural style</li> <li>• Brick veneer wainscot at first floor</li> </ul>

## Spanish Colonial

Spanish Colonial, also known as Spanish Eclectic, is an adaptation of Mission Revival enriched with additional Latin American details and elements. The style attained widespread popularity after its use in the Panama Pacific Exposition of 1915. The Simple Courtyards of the Spanish Colonial heritage with hanging pots, a flowering garden and sprawling shade trees are hardly surpassed as foreground design elements. Further architectural distinction was established through the use of Tile roofs, stucco walls, heavily textured wooden doors and highlighted ornamental work.



*\*representational elevation is for reference only*

ELEMENT	TYPICAL CHARACTERISTICS
<b>Form</b>	<ul style="list-style-type: none"> <li>• 2 story massing with strong one story element</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>• 4:12 to 5:12 roof pitch</li> <li>• 12" to 18" overhang</li> <li>• Simple hip or gable roof with one intersecting gable roof</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>• Stucco</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Vertical multi-paned windows at front elevation</li> <li>• Multi-paned windows or inserts on side and rear elevations</li> <li>• Vinyl framed windows</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>• Stucco over foam window and door trim</li> <li>• Arched stucco column porches</li> <li>• Surface mounted fixtures on front elevations complement architectural style</li> </ul>

## 4.5 Development Standards

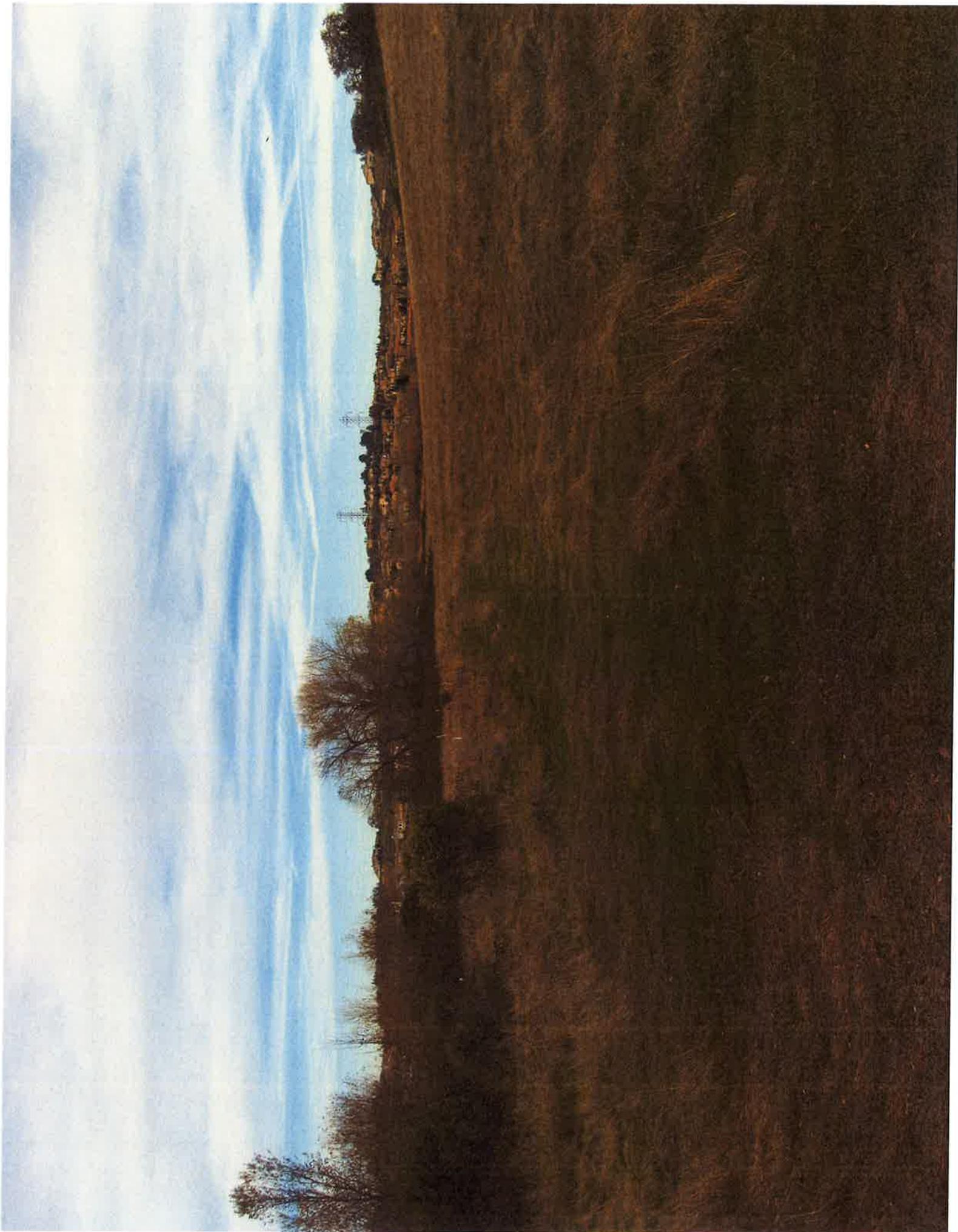
Residential Development Standards			
Lot Circumstance	Standard		Notes
Minimum Lot Criteria	Interior Lot	Corner Lot	In that architecture and street scene desires are best understood at the time of review and approval of building plans, the determination of coverage requirements will be deferred to the time of approval of those plans and will require processing of a planned development permit. or similar review process.
Lot Area	6,000 SF	7,500 SF	
Lot Width <sup>1&amp;3</sup>	60 FT	75	
Lot Width at Intersection Elbow <sup>2</sup>	50 FT	--	
Lot Depth	100 FT	100	
Coverage	See Note		
Minimum Setback Requirements	All Lots		
Front Yard (Measured from Back of Sidewalk)			Like the note above, both living area and open porch setbacks will require processing of a planned development permit or similar review process at the time of building plan approvals.
Living Area And Open Porches	See Note		
Front Facing Garage	20 Feet		
Side Yard	5 Feet		
Side Street Yard	11 Feet		
Rear Yard			
Main Structure	20 Feet		
All Other Structures	10 Feet		
Maximum Building Height			
Maximum Number Stories	2.5		
Maximum Height Irrespective of Stories	35 Feet		
Fences, Hedges, Courtyard walls			
Within Front Yard and Side Street Yards	3 Feet		
On Rear or Interior Property Lines	6 Feet		
Walls			
Noise Attenuation	As Determined by Study		Walls constructed to retain grading cuts and fill are permitted as indicated on the grading plan.
Retaining Walls			
Lots Adjacent to Natomas Ditch	See Note		
Within Lots east of "F" Lane	4 Feet		

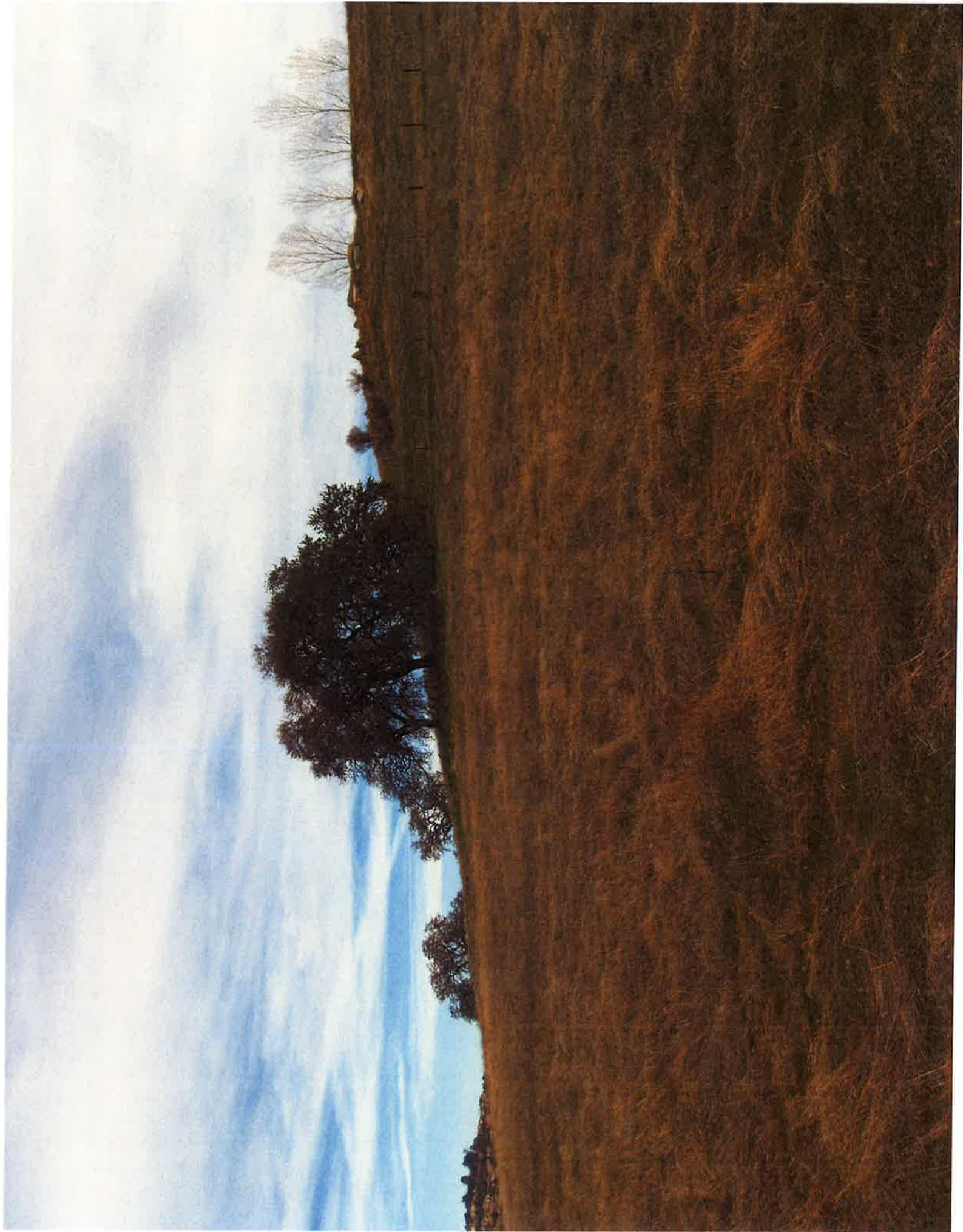
<sup>1</sup> Lot width means the distance between side lot lines measured at the front yard building line.

<sup>2</sup> Intersection elbow is that depicted on Plate II-B of the City of Folsom Roadway and Street Design Standard Specifications.

<sup>3</sup> Lots 18, 28, and 98 noted on the vested tentative map will require recorded front yard set back lines in excess of the standard.

Attachment 9  
Site Photographs







**PLANNING COMMISSION STAFF REPORT**

<b>PROJECT TITLE</b>	Bidwell Pointe Mixed-Use Project
<b>PROPOSAL</b>	Request for approval of a Planned Development Permit for development of a 140-unit mixed-use, mixed-income master planned community to be known as Bidwell Pointe
<b>RECOMMENDED ACTION</b>	Approve, based upon findings and subject to conditions
<b>OWNER/APPLICANT</b>	St. Anton Communities
<b>LOCATION</b>	125 East Bidwell Street
<b>SITE CHARACTERISTICS</b>	The 4.2-acre project site is a remnant portion of the former Folsom Cordova Unified School District Administrative Office Complex. The site is developed with three driveways fronting East Bidwell Street, parking lot areas with associated lighting and landscape improvements, and a grass sports field.
<b>GENERAL PLAN DESIGNATION</b>	MU (Mixed-Use)
<b>ZONING</b>	MU (General Mixed-Use District)
<b>ADJACENT LAND USES/ZONING</b>	North: East Bidwell Street with Sutter Middle School (R-1-M) Beyond South: Commercial Development (C-2) with Riley Street Beyond East: Commercial Development (C-3) with East Bidwell Street Beyond West: Folsom Lake High School (MU) with Riley Street Beyond
<b>PREVIOUS ACTION</b>	Approval of a General Plan Amendment and Rezone by the City Council on September 11, 2012

**FUTURE ACTION**

Issuance of Grading and Building Permits

**APPLICABLE CODES**

FMC 12.16, Tree Preservation Ordinance  
FMC 17.23, MU, Mixed-Use Zones  
FMC 17.38, Planned Development District  
FMC 17.57, Parking Requirements  
FMC 17.59, Signs  
FMC 17.102, Density Bonus

**ENVIRONMENTAL REVIEW**

The project is categorically exempt from the California Environmental Quality Act (CEQA) under In-Fill Development Projects (15332)

**ATTACHED REFERENCE MATERIAL**

1. Vicinity Map
2. Preliminary Site Plan, dated April 28, 2017
3. Preliminary Grading and Drainage Plan, dated February, 2017
4. Preliminary Utility Plan, dated February, 2017
5. Preliminary Landscape Plan, dated April 25, 2017
6. Preliminary Access and Circulation Plan with Recommendations
7. East Bidwell Street/Coloma Street Traffic Signal Detail, dated May 27, 2016
8. Preliminary Fire Circulation Exhibit, dated April 28, 2017
9. Preliminary Site Details, dated April 28, 2017
10. Building Elevations, dated April 28, 2017
11. Building Renderings, dated April 28, 2017
12. Color and Materials Board, dated April 28, 2017
13. Preliminary Floor Plans, dated April 28, 2017
14. CEQA Exemption Letter and Special Studies, dated May 5, 2017
15. Public Comment Letters
16. Site Photographs

**PROJECT PLANNER**

Steve Banks, Principal Planner

**BACKGROUND**

On January 30, 2012, the Folsom Cordova Unified School District (FCUSD) closed their main district office building at 125 East Bidwell Street and relocated their administrative personnel and functions to a new four-story, 73,000-square-foot educational services center located on Birkmont Drive in Rancho Cordova. On September 11, 2012, the City Council approved a General Plan Amendment to change the land use designation for the 6.9-acre site (APN Nos. 071-0190-085 and 071-0190-086) owned by the FCUSD from JHS (Junior High School) to MU (Mixed-Use) and a Rezone to change the zoning designation from R-3 (Neighborhood Apartment District) to MU (General Mixed-Use District). On December 12, 2016, the City administratively approved a Lot-Line Adjustment to readjust the property line between the two parcels located on the aforementioned 6.9-acre site. On December 28, 2016, St. Anton Communities acquired a 4.2-acre portion of the larger 6.9-acre school district site. It is important to note that the school district plans to relocate Folsom Lake Continuation High School, which is situated on the 2.7-acre parcel adjacent to the subject site, to another location in the near future.

## **APPLICANT'S PROPOSAL**

The applicant, St. Anton Communities, is requesting approval of a Planned Development Permit for development of a 140-unit mixed-use, mixed-income master planned community (Bidwell Pointe) on a 4.2-acre site located near the intersection of East Bidwell Street and Riley Street (125 East Bidwell Street). The proposed project, which includes development of seven (7) three-story apartment buildings and one (1) single-story community recreation building, features 67 one-bedroom units, 7 one-bedroom live/work units, 58 two-bedroom units, and 8 three-bedroom units. The individual apartment units range from 617 square feet (one-bedroom unit) to 1,134 square feet (three-bedroom unit) in size. In addition to the residential units, the project includes 800 square feet of ground-floor commercial space located in one of the apartment buildings (Building B) facing East Bidwell Street. The proposed project also includes a single-story common recreational building featuring numerous recreational indoor and outdoor amenities (swimming pool, tot lot, fitness center, business center, community room, etc.). In terms of building design, the proposed project features four unique master plans with building elevations that reflect a fairly contemporary architectural style with many high-quality elements. Proposed building materials include stucco siding, fiber cement panels, stone veneer, stucco trim, decorative metal railing, and composition shingle roof tiles. Primary colors are generally lighter earth tones complimented with richer trim and accent colors.

Vehicle access, which will be provided by a centrally-located new driveway on the south side of East Bidwell Street, has been designed to accommodate all turning movements into and out of the project site. Internal vehicle circulation is facilitated by an internal drive aisle that loops around the project site. Pedestrian circulation is accommodated by a combination of existing sidewalks and new interior walkways. Bicycle circulation is provided by existing bicycle lanes located along both sides of East Bidwell Street in the project area. The proposed project provides a total of 220 parking spaces including 64 covered garage parking spaces and 156 open parking spaces. Additional site improvements include: underground utilities, trash/recycling enclosures, site lighting, site landscaping, site fencing, and a monument sign.

The Bidwell Pointe development, whose focus is providing high quality living opportunities for residents of varied income levels, will be managed by a professional in-house management company (St. Anton Multifamily) with numerous years of experience operating and managing affordable rental housing communities throughout the state. In addition to the daily operation and maintenance of the apartment community (managed by an on-site property manager and staff), the property management company will be responsible for accepting applications and qualifying residents to live at the development.

In terms of affordability, the project includes 140 rental housing units, 71% (100-units) of which are dedicated to income-restricted housing and 29% (40-units) that are designated as unrestricted market-rate units. With regard to the income-restricted apartments, 86 of the units are proposed to be allocated as low income units (50-60% of Area Median Income/approximately \$44,520-Year for family of four) and 14 of the units assigned as very low income Units (below 50% Area Median Income/approximately \$37,100/Year for family of four). As a point of reference, the City's Regional Housing Needs Allocation (RHNA) requirements include 1,218 very low income units, 854 low income units, 862 moderate income units, and 1,699 above moderate income units. The mix of income-restricted units and the corresponding income levels may change based on availability of Housing Trust Funds and other financing sources. The project, which is proposed to be deed restricted for a period of 55 years, includes numerous financing mechanisms including

federal low income housing tax credits, tax exempt bond financing, state sustainable community funds, developer equity, and state sustainable community and local housing trust funds. The applicant will be seeking financial assistance from the City to offset the cost of developing the proposed project. The request for financial assistance (in the form of an affordable housing agreement) and the allocation of the affordable units is subject to review and approval by the City Council.

### **GENERAL PLAN AND ZONING CONSISTENCY**

The General Plan land use designation for the project site is MU (Mixed-Use), while the City-approved zoning designation is MU (General Mixed-Use District). The zoning designation corresponds with the General Plan designation boundary lines. The proposed project is consistent with both the General Plan land use and zoning designations for the site, as multi-family apartments, live-work studios, and retail businesses are identified as permitted land uses within the MU zoning district (Folsom Municipal Code, Section 17.23). In addition, the project is consistent with the following General Plan goals and policies as outlined below:

#### **GOAL 1 (Land Use)**

To retain and enhance Folsom's quality of life, separate identity, and sense of community.

#### **POLICY 1.3**

Each residential neighborhood should be planned with at least one park/recreational/school area within approximately one half mile of each residential unit.

The proposed project is consistent with this policy in that the project site is located adjacent Folsom Lake High School, across the street from Sutter Middle School, and .4 miles from Theodore Judah Elementary School. In addition, the project site is located .4 miles from Lembi Park and .5 miles from Rodeo Park.

#### **GOAL 8 (Land Use)**

To allow a variety of housing types which provides living choices for Folsom residents.

#### **POLICY 8.2**

In order to promote a more diverse housing stock and to allow for a greater mix of compatible densities, five residential density ranges shall be established and applied to various residential areas. Examples of these housing types are defined in Figure 21-5 of the General Plan.

The proposed project is consistent with this policy in that the mixed-use community includes development of multi-family apartment units, which are one of the five permitted housing types identified within Figure 21.5 of the General Plan Land Use Element.

#### **POLICY 8.5**

Sufficient off-street parking for residents shall be included in the design of all residential projects.

The proposed project is consistent with this policy in that 220 on-site parking spaces are being provided, thus meeting the parking requirements established by the Folsom Municipal Code, Sections 17.57.040 and 17.102.030.

### **GOAL 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.

#### **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.

The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The proposed project is being developed at a residential density of 33.3 units per acre, whereas it is eligible to be developed with up to 40 units per acre as determined by the Density Bonus Ordinance (Folsom Municipal Code, Section 17.102). The project is consistent with this policy in that the development is providing 100 affordable rental housing units and 40 market-rate rental housing units. In addition, the project is consistent with the Housing Element in that 82 low income units were allocated to the site whereas 86 low income units and 14 very low income units are being provided.

### **Mixed-Use District and Zones**

In February 2012, the City amended the General Plan Land Use Element to establish a Mixed-Use District (MU) as a land use designation (City of Folsom, 2012). The MU District allows for a "mixture of uses that are mutually compatible near public transportation routes by encouraging a variety of high quality and innovative site design conducive to the economic, social, cultural vitality, unique identity, and safety of the district." The MU District provides diverse employment, housing, and transportation options to all segments of the population by allowing a greater degree of flexibility in design, development standards, and practices. The MU district also promotes efficient land use consistent with the Sacramento Area Council of Governments (SACOG) Blueprint Project principles.

In February 2012, the City adopted an ordinance amending the Folsom Municipal Code to add Chapter 17.23 which established Mixed-Use zoning regulations. The MU zoning regulations include use restrictions, development standards, and site and architectural design standards. Chapter 17.23 outlines three Mixed-Use zones, including the General Mixed-Use Zone (MU), the Mixed-Use Town Center Zone (MU-TCOZ), and the Mixed-Use Entertainment District Zone (MU-EDOZ). The purpose of the General Mixed-Use Zone is to designate areas suitable for mixed uses that are mutually compatible and supportive. Projects developed within the MU zone are intended to result in the creation of a mix of retail, dining, personal service, professional office, and residential uses, including live/work studios.

As previously stated, the primary goals of the Mixed-Use District/Zone include:

1. To allow for mixture of uses that are mutually compatible near (or within one-quarter mile of) public transportation routes, and
2. To provide for diverse employment, housing, and transportation options to all segments of population, and

3. To promote efficient land use consistent with the SACOG's Blueprint principles and conservation of natural resources.

To achieve the above-stated goals of the MU District, a total of seventeen policies were adopted by the City Council. Those policies are primarily related to the allowable location of an MU District, development standards (setback, building height, residential density, open space, and parking requirements), and site and architectural design standards. In addition, a Planned Development (PD) Permit is required for all mixed-use development, through which the Planning Commission can exercise wide discretion in reviewing a development proposal.

Staff evaluated the proposed project to verify that the development is consistent with the goals and standards established for the General Mixed-Use Zone. In terms of public transportation, the proposed project is located within .15 miles of four bus stops associated with the Folsom Stage Line. In addition, the project is located approximately .5 miles from the Historic Folsom Light Rail Station and 1.0 miles from the Glenn Drive Light Rail Station. With respect to providing for diverse employment, housing, and transportation options to all population segments, the proposed project includes a mixture of housing opportunities ranging from market-rate apartment units to affordable apartment units. The proposed project also includes seven live/work units and 800 square feet of retail space. In relation to promoting efficient land uses consistent with SACOG's Blueprint Principals, the proposed project is considered a high-density residential infill development that is in close proximity to multiple public transportation options. In addition, the project is situated within walking and biking distance of numerous retail shopping opportunities. Based on the following factors, staff has determined that the proposed project is consistent with goals established for the General Mixed-Use Zone.

The proposed project is subject to the development standards established for the General Mixed-Use (MU) zoning district. The MU zoning district includes standards for lot area, residential density, building setbacks, building heights, minimum parking, location of parking, and landscape coverage. Upon review of the submitted plans, staff determined that the proposed project meets all development standards established for the MU zoning district with the exception of the maximum residential density. The development standards allow residential development at a density of 30 units per acre, whereas the density of the proposed project is 33.3 units per acre. A discussion of the density bonus request is contained in the following section of this report.

### **Density Bonus**

The City adopted the Density Bonus Ordinance in order to provide incentives for the production of housing in accordance with the State Density Bonus Law relative to very low, low, and moderate income households as well as senior households. The intent of the Ordinance was to facilitate the development of affordable housing and to implement the goals, objectives, and policies of the City's Housing Element. The applicant is requesting approval of a density bonus to construct 140 multi-family rental units on a 4.2-acre site located at 125 East Bidwell Street (33.3 units acre), 14 units in excess of what is permitted under the Mixed Use General Plan land use designation (126 units or 30 units per acre permitted) for the subject site.

The Folsom Municipal Code, Chapter 17.102, establishes the standards and requirements for approval of a density bonus. The City is required to grant density bonus (FMC, Chapter 17.102.030) to an applicant or developer of a housing development, consisting of five or more dwelling units, who agrees to provide any of the following:

- At least ten percent of the total units of a housing development for low income households; or
- At least five percent of the total units of a housing development for very low income households; or
- A senior citizen housing development

The proposed project meets the requirements to be eligible for a density bonus in that 65% of the units are allocated as low income units and 10% of the units are allocated as very low income units. The applicant is eligible for a density bonus of 25 additional units, however; the applicant is only requesting approval of 14 additional units.

As part of qualifying for a density bonus, the City is required to grant a concession to the applicant per Chapter 17.102 of the Folsom Municipal Code. The concession the applicant is requesting is relief from a general front yard setback rule that was established for all of East Bidwell Street. Specifically, the applicant is proposing to provide a 55-foot setback from the centerline of East Bidwell Street as opposed to a 92-foot setback. In 1971, the City Council adopted Ordinance No. 275, which established setback lines along specific roadways within the City including Baldwin Dam Road, Bidwell Street (now East Bidwell Street), Folsom-Auburn Road, Natoma Street, Oak Avenue, and Prairie City Road. One of the primary purposes of the ordinance appears to have been to preserve land within what were anticipated to be major arterial roadways within the City to accommodate future growth and expansion. With respect to the section of East Bidwell Street between Riley Street and U.S. Highway 50, Ordinance No. 275 established a 92-foot setback requirement from the centerline of East Bidwell Street. Given that East Bidwell Street has many existing non-conforming structures and that this particular section of roadway is not likely to be expanded, staff is supportive of the applicant's request to modify this setback requirement. It is important to note that the traditional setback requirements established for the MU zoning district (established as part of the PD Permit process/applicant requesting 12'6" front yard setback) would still be applicable. In addition, the Planned Development Permit process allows for a reduction of required setbacks.

### **Regional Housing Needs Allocation (RHNA)**

In evaluating the proposed development, staff considered the potential impact of the project on the City's Regional Housing Needs Allocation (RHNA) requirement. State Housing Element Law (Government Code Section 65580) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community. The City of Folsom Housing Element, which was adopted on October 22, 2013, assesses the city's future housing needs based on the regional "fair share" allocation in the Regional Housing Needs Allocation (RHNA) prepared by the Sacramento County Council of Governments (SACOG). SACOG, in its RHNA, allocated the City of Folsom a total of 4,633 housing units for the period from January 1, 2013 through June 30, 2021. As part of the aforementioned RHNA obligation, a residential land inventory was prepared that identified specific sites within the City that can be developed for housing within the planning period and that are sufficient to provide for the City's share of the regional housing need for all income levels.

The subject property was identified in the 2013 Housing Element's residential land inventory as a site that has the potential to provide 82 low income residential units. As described earlier within

this report, the applicant is proposing to develop 140 apartment rental units on the site including 86 low income units, 14 very low income units, and 40 market-rate units. Based on this information, the proposed project would not result in a reduction of affordable housing units, but rather, would provide more affordable housing units (low income and very low income) than required (100 affordable housing units provided whereas 82 affordable housing units required).

### **LAND USE COMPATIBILITY/SITE CONSIDERATIONS**

The 4.2-acre project site is located at near the southeast corner of the intersection of Riley Street and East Bidwell Street (125 East Bidwell Street). The project site is bounded by East Bidwell Street to the north with Sutter Middle School and single-family residential development beyond, commercial development to the south (Kohl's Department Store) with Riley Street beyond, commercial development to the east with East Bidwell Street beyond, and Folsom Lake High School to the west with Riley Street and single-family residential development beyond. The nearest single-family residential land uses are located approximately 400 feet to the west and southwest of the project site on Comstock Drive.

In reviewing the proposed project with respect to land use compatibility, City staff took into consideration existing land uses in the project vicinity. As described earlier within this report, the project site is located within the central business district which includes a variety of land uses such as large retail stores, small retail stores, restaurants, grocery stores, restaurants, professional offices, service stations, a motel, a middle school, a post office, a bowling alley, and an aquatic center. Residential development, including single-family homes and apartment buildings, is located primarily around the periphery of the central business district. In the immediate project vicinity, the project site is bordered by a junior high school (Sutter Middle School) to the north, a large-scale shopping center (Kohl's) to the south, Folsom Lake Plaza Shopping Center to the east, and Folsom Lake High School and Riley Street to the west. Based on the existing land uses present in the project vicinity, and taking into consideration the intent of the Mixed-Use Zone (creation of a mix of retail, restaurant, service, office, and residential uses), staff has determined that the proposed project is compatible with existing land uses in the project vicinity.

### **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 the strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The applicant's intent, in this particular case, is to provide a mixed-use product that provides a mixture of residential, live/work, and retail opportunities for its residents. In reviewing the applicant's request for approval of a Planned Development Permit, staff considered a variety of factors including existing/proposed development standards, traffic/access/circulation, parking requirements, noise impacts, aesthetic impacts, site lighting, site landscaping, trash/recycling, grading/drainage, and architecture/design.

### **Development Standards**

The applicant's intent with the subject application is to comply with the existing development standards established for the MU (General Mixed-Use District) zoning district. The following table outlines the existing development standards for the MU zoning district and how those standards are being met by the Bidwell Pointe project:

<b>Bidwell Pointe Development Standards Table</b>					
	<b>Lot Area</b>	<b>Front Yard Setback</b>	<b>Rear Yard Setback</b>	<b>Side Yard Setbacks</b>	<b>Building Height limit</b>
<b>MU Standard</b>	.5-acres	PD	PD	PD	50 feet
<b>Proposed Project</b>	4.2-acres	12-feet, 6- inches	40 feet	15 feet	42 feet

As shown on the development standards table above, the proposed project is consistent with the development standards established for the MU zoning district in terms of lot area and building height. The applicant is proposing to establish development standards for the front yard setback (12 feet, 6 inches), the rear yard setback (40 feet), and the side yard setbacks (15 feet) as required as part of the Planned Development Permit process. It should be noted that the applicant is also requesting relief from a 92-foot required front setback from the centerline of East Bidwell Street as previously discussed within this report. Staff has determined that the proposed development standards are appropriate as they are consistent with other mixed-use projects (Sutter Court Mixed-Use) and other multi-family apartment projects (Parkway Apartments) recently approved within the City. As a result, staff has determined that the proposed project meets the intent, purposes, and standards set forth in the in the Planned Development District (FMC, Section 17.38) and the MU zoning district (FMC, Section 17.23).

**Traffic/Access/Circulation**

Existing Roadway Network:

Significant roads in the project vicinity include East Bidwell Street, Riley Street, Glenn Drive, and Natoma Street. East Bidwell Street (35 MPH speed limit) is a four-lane arterial roadway (plus a center left-turn lane) in the immediate project vicinity that runs from Riley Street to White Rock Road. Riley Street (35MPH) is a three-lane roadway travels from the Historic District south to Oak Avenue Parkway. Glenn Drive (30 MPH) is a two-lane roadway near the project site that runs from Folsom Boulevard to Wales Drive. Natoma Street (35 MPH) is a two-lane roadway that connects Folsom Boulevard to Folsom Lake Crossing.

Traffic Impacts:

The traffic, access, and circulation analysis associated with the proposed project are based on the results of a Traffic Impact Analysis (Analysis) that was originally prepared on May 31, 2012 by Kimley-Horn and Associates as part of the Folsom Cordova Unified School District General Plan Amendment and Rezone project and also on an updated analysis that was prepared on April 7, 2017 by MRO Engineers for the current project. The updated Analysis was conducted to verify if the assumptions of the original traffic study and to evaluate the proposed project based on its own merits using current information. The Analysis evaluated traffic operations in the vicinity of the project site under five scenarios: Existing Conditions, Construction Year No Project Conditions, Construction Year Plus Project Conditions, Cumulative No Project Conditions, and Cumulative Plus Project Conditions. Potential impacts of the project were evaluated at six street intersections: Riley Street/Natoma Street, Riley Street/Bidwell Street, Riley Street/East Bidwell Street, Riley Street/Glenn Drive, East Bidwell Street/Coloma Street, and East Bidwell Street/Glenn Drive.

The proposed mixed-use project is expected to generate a total of 79 vehicle-trips during the weekday AM peak hour (21 inbound and 58 outbound) and 97 trips during the weekday PM peak hour trips (58 inbound and 39 outbound). In addition, the proposed project is projected to generate a total of 1,020 daily vehicle trips. In the AM peak hour under Construction Year Plus Project Conditions, the addition of the project-related trips is expected to cause relatively minor changes in the estimated delay (1.0 seconds compared to City's significance criteria of 5.0 seconds) at the study intersections and no change in level of service is projected. In the PM peak hour under Construction Year Plus Project Conditions, no change in level of service is projected at the six study intersections. During this afternoon period, the level of service at the Riley Street/Bidwell Street intersection is projected to be at LOS F, however the project-related delay increase of 2.4 seconds is not considered significant. Overall, the Analysis determined that during the AM and PM peak hours (under Construction Year Plus Project Conditions), the project's traffic impacts are not significant and no off-site mitigation measures or conditions are recommended.

In the AM peak hour under Cumulative Plus Project Conditions, no change in level of service is projected at any of the study intersections and the incremental increases in delay attributable to the project-generated traffic are not considered significant. In the PM peak hour under Cumulative Plus Project Conditions, the proposed project will again result in less than significant delays at any of the six study intersections. Overall, the Analysis determined that during the AM and PM peak hours (under Cumulative Plus Project Conditions), the project's traffic impacts are not significant and no off-site mitigation measures are recommended.

As noted above, the proposed project is expected to generate 1,021 daily trips including 79 AM peak hour trips and 97 PM peak hour trips. The original traffic study that was prepared in 2012 (as part of the FCUSD General Plan Amendment and Rezone) took a conservative approach to potential land uses on the project site and projected that the overall 6.9-acre school district site would generate a total of 3,519 daily trips, more than three times the amount of trips predicted with the proposed project (1,020 daily trips). As a result, the original traffic study recommended that a traffic signal be installed (Attachment 7) at the intersection of East Bidwell Street and Coloma Street to mitigate off-site traffic-related impacts. While the proposed project is not projected to generate a significant enough volume of trips to cause any off-site impacts as discussed previously, the applicant is required to pay a fair-share contribution to the City for the cost of the design, construction, and installation of the traffic signal at the intersection of East Bidwell Street and Coloma Street. The fair-share contribution will be determined based on a fair-share cost analysis prepared by a licensed professional engineer subject to mutual agreement by the owner/applicant and the City. Condition No. 42 is included to reflect this requirement.

The Folsom Cordova Unified School District (District) is currently working on a project at Sutter Middle School which will include construction of new school buildings and the reconfiguration of an existing parking lot area located on the north side of East Bidwell Street. Sutter Middle School currently includes a parking lot area located on the southern portion of the school site which is accessed by two driveways on the north side East Bidwell Street. The District is proposing to modify the configuration of the existing parking lot area including the relocation of the two project driveways on East Bidwell Street. One of the project driveways is proposed to be aligned with the northern leg of the traffic signal that will be installed at the intersection of East Bidwell Street and Coloma Street. In conjunction with the District, the City will be designing, constructing, and installing the aforementioned traffic signal.

### Project Access and On-Site Circulation:

As shown on the submitted site plan (Attachment 2), vehicular access to and from the project site is provided by one new driveway located on the south side of East Bidwell Street. The proposed driveway, which is located approximately 475 feet east of the intersection of East Bidwell Street and Riley Street, is designed to accommodate all turning movements into and out of the project site. The three existing driveways located on the south side of East Bidwell Street will be eliminated with development of the proposed project. Internal vehicle circulation is facilitated by an internal drive aisle that loops around the project site. Pedestrian circulation is accommodated by a combination of existing sidewalks and new interior walkways. Bicycle circulation is accommodated by existing bicycle lanes situated along both sides of East Bidwell Street in the project vicinity.

The Analysis prepared by MRO Engineers (Attachment 14) for the proposed project analyzed the operation and configuration of the project access system in terms of driveway spacing, turn restrictions, right-turn deceleration lanes or tapers, sight distance, driveway traffic control, and minimum recommended throat depth. In terms of driveway spacing, the Analysis determined adequate spacing is provided from existing driveways on East Bidwell Street consistent with City of Folsom engineering standards. With regard to turn restrictions, the Analysis concluded that adequate visibility and spacing was available to allow for full turning movements into and out of the project driveway. The Analysis determined that no right-turn lanes or tapers were required on the eastbound approach to the project driveway. The Analysis evaluated the proposed traffic control measures at the project driveway on East Bidwell Street and concluded that outbound STOP-sign control was the appropriate form of traffic control at the project driveway. Lastly, the Analysis recommended that the existing left-turn lane serving westbound traffic on East Bidwell Street should be extended to 75 feet and the existing painted median on East Bidwell Street west of the project driveway should be extended to conform to the new driveway location.

To further ensure safe travel within and around the project site, staff recommends that the following measures be implemented (Condition No. 42):

- “STOP” signs and appropriate pavement markings shall be installed at the new project driveway located on East Bidwell Street.
- Landscape materials located on either side of the project driveway on East Bidwell Street shall be limited to low-growing plant species.
- The owner/applicant shall pay a fair-share contribution to the City for the cost of the design, construction, and installation of the traffic signal at the intersection of East Bidwell Street and Coloma Street. The fair-share contribution will be determined based on a fair-share cost analysis prepared by a licensed professional engineer subject to mutual agreement by the owner/applicant and the City.
- The uncontrolled mid-block crosswalk between the project site and Sutter Middle School shall be removed only upon completion of the Traffic Signal and associated pedestrian crosswalks at the intersection of East Bidwell Street and Coloma Street.

### Traffic Safety Committee

The proposed project was reviewed by the Traffic Safety Committee at its May 25, 2017 meeting. At the aforementioned meeting, the Committee discussed a number of traffic, access, and circulation-related topics associated with the proposed project including installation of a traffic signal at the intersection of East Bidwell Street and Coloma Street. The Committee also discussed pedestrian and bicycle circulation in relation to the aforementioned traffic signal. The Committee expressed their support for the project with inclusion of the recommended traffic mitigation discussed previously within this report.

### Alternative Transportation Options

The project site is located within close proximity to several public transportation routes including the Folsom Stage Line bus and the Sacramento Regional Transit District (RT) light rail. The closest bus routes are situated within one-quarter mile of the project site along Riley Street and connect directly to the Historic Folsom Station. In addition, the project site is approximately one-half mile from the terminus of the Folsom Stage Lines Gold Line and the light rail station at the Historic Folsom Station. The project site is adjacent to a Class II bicycle lane that begins at the intersection of Coloma and Riley Streets and connects to Glenn Drive and Blue Ravine Road to the south. Lastly, the project site has pedestrian access (public sidewalks) to a multitude of land uses (retail, office, schools, parks) with one-quarter to one-half mile of the site. Based on the aforementioned factors, staff has determined that the project site is strategically located within close proximity to a variety of public transportation options which is an essential element to successful mixed-use development.

### **Parking**

The applicant proposes to provide a total of 220 parking spaces including 72 covered garage parking spaces and 148 open parking spaces. As currently designed, the proposed project provides parking at a ratio of 1.54 spaces per apartment unit and one parking space per 200 square feet of retail space. The Density Bonus Ordinance (FMC, Section 17.102.030) states that the City that upon request by the applicant, the City shall not require that a housing development meeting the requirements of the Ordinance to provide a vehicle parking ratio that exceeds the following:

- Zero (studio) to one bedrooms: one on-site parking space per unit;
- Two to three bedrooms: two on-site parking spaces per unit;
- Four and more bedrooms: two and one-half parking spaces per unit.

Based on the above-referenced requirements, the project is required to provide 206 parking spaces for the apartment units. The proposed project is also required to provide four parking spaces for 800 square feet of retail uses as provided by FMC, Section 17.57.040. Based on the aforementioned analysis, staff has determined that the project meets the parking requirements of the Folsom Municipal Code by provided 220 parking spaces whereas 210 parking spaces are required. The Folsom Municipal Code requires that multifamily residential projects provide one bicycle parking space per every five dwelling units. Staff recommends that the applicant provide 28 bicycle parking spaces evenly distributed throughout the project site. Condition No. 41 is included to reflect this requirement.

## **Noise**

In order to evaluate potential noise impacts associated with the proposed project, an Environmental Noise Assessment (Assessment) was prepared by RCH Group in April of 2017. The Assessment included background information on noise fundamentals and terminology, noise levels for common noise sources, and regulatory information on the City of Folsom General Plan Noise Element and the Noise Ordinance for both transportation and non-transportation noise. The Assessment also described and quantified existing ambient noise levels in the project vicinity and evaluated the future noise levels resulting from traffic on East Bidwell Street and Riley Street, noise levels associated with the nearby commercial properties, and noise levels associated with the activities at the adjacent Folsom Lake High School and Sutter Middle School campuses.

The City of Folsom General Plan Noise Element establishes an exterior noise level standard of 60 dBA at outdoor activity areas of residential land uses exposed to transportation noise sources (i.e. traffic). The intent of this standard is to provide an acceptable exterior noise environment for outdoor activities in residential side and backyard areas. The Noise Element also establishes an interior noise level standard of 45 dBA. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep. The Assessment determined that future noise levels associated with traffic on East Bidwell Street and Riley Street and activities on nearby properties would not exceed the established interior or exterior noise level standards. While the Analysis determined that the proposed project will comply with required interior and exterior noise level standards, staff recommends that the owner/applicant inform prospective residents that the project is located in close proximity to land uses (commercial land uses and school facilities) that may generate noise impacts during various times of the day. Condition No. 22 is included to reflect this requirement.

Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicles parking, and mechanical equipment associated with the mixed-use community. Based on the relatively modest volume project-generated vehicle trips, vehicle noise exposure would increase only slightly as compared to existing conditions in the project vicinity. There would also only be slight noise increase from activities occurring in the parking lot areas. To minimize operational noise impacts associated with the operation of the mechanical equipment, staff recommends that roof-mounted mechanical equipment not extend above the height of the parapet walls. In addition, staff recommends that ground-mounted mechanical equipment be shielded by landscaping or trellis-type features. Condition No. 44-3 is included to reflect these requirements.

Development of the proposed 140-unit mixed-use project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 12-15 months. Construction activities including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 43 is included to reflect these requirements.

### **Fencing/Walls**

The applicant is proposing to install a six-foot-tall decorative masonry wall (Attachment 9) along the eastern, western, and southern property boundaries of the project site in order to provide a safe environment for residents and to provide a buffer between the project site and adjacent commercial land uses. No masonry wall is proposed along the northern property boundary adjacent to East Bidwell Street. A six-foot-tall decorative metal view fence is also proposed to secure the swimming pool area located in the central portion of the project site. To enhance the overall appearance of the six-foot-tall masonry wall, staff recommends that decorative pilasters be added at each corner location and at approximately 50-foot intervals along straight wall segments. In addition, staff recommends that the final location, design, height, materials, and colors of the walls and fencing be subject to review and approval by the Community Development Department. Condition No. 53 is included to reflect this requirement.

### **Site Lighting**

The applicant is proposing to use a combination of free-standing parking area lights, landscape and walkway lighting, and building-attached lights. The free-standing parking area lights, which are primarily located within the interior parking areas and adjacent to the clubhouse building, are 16 feet in height and feature a contemporary design. The landscape and walkway lights are short (40-inches-tall), ground-mounted fluorescent lights that provide illumination for the walkways and landscape areas throughout the project site. The building attached lighting includes decorative light fixtures mounted along the front of the individual apartment and community recreation buildings. To minimize potential lighting-related impacts, staff recommends that all free-standing parking area lights, landscape and walkway lights, and building attached lights be screened, shielded, and directed downward to minimize glare towards the surrounding properties. In addition, staff recommends that the final design of all exterior lighting be subject to review and approval by the Community Development Department. Condition No. 26 is included to reflect these requirements.

### **Trash/Recycling Enclosures**

The proposed project includes two trash/recycling enclosures which are located in the southern and western portions of the site respectively. The proposed six-foot-tall trash/recycling enclosures, which measure 20 feet in width by 10 feet in depth, include a design that features CMU split-face blocks, a CMU wall-cap, and a metal gate. The applicant is proposing to paint the trash-recycling enclosure an earth-tone color to match the colors utilized on the proposed apartment and community buildings. Staff recommends that the final location, orientation, design, materials, and colors of the trash/recycling enclosures is subject to review and approval by the Community Development Department. Condition No. 52 is included to reflect this requirement.

### **Signage**

The proposed project includes one monument sign that will be located along the frontage of East Bidwell Street. The applicant has not provided specific details with respect to the design of the proposed monument sign. Staff recommends that the final location, design, and materials of the monument sign be subject to review and approval by the Community Development Department. In addition, staff recommends that the owner/applicant obtain a sign permit and that all signage associated with proposed project comply with the requirements established by the Folsom Municipal Code (FMC, Section 17.59, Signs). Condition No. 55 is included to reflect this requirement.

## Schools

Representatives of the Folsom-Cordova Unified School District have concluded the proposed project is anticipated to generate 45 (K-12) students. Students from the proposed project will attend Theodore Judah Elementary School, Sutter Middle School, and Folsom High School. The following table details the student generation associated with the proposed project:

	<b>Single-Family Units</b>	<b>Pupils Generated</b>	<b>Multi-Family Units</b>	<b>Pupils Generated</b>	<b>Total Pupils Generated</b>
<b>K-5</b>	NA	NA	72	24	24
<b>6-8</b>	NA	NA	72	7	7
<b>9-12</b>	NA	NA	72	13	13
<b>SPED</b>	NA	NA	72	1	1
<b>Totals</b>	<b>NA</b>	<b>NA</b>		<b>45</b>	<b>45</b>

The Folsom-Cordova Unified School District has indicated that all of the aforementioned schools are currently operating at or near capacity and that there may not be excess capacity at current school sites. It is the policy of the District to balance class loads at each school. If an individual grade level is full, then the student or pupil may be bused to another school within the district. It is important to note that the District also reviews attendance boundaries on a yearly basis and makes adjustments as necessary.

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 \$6.50 per square foot. Based on the aforementioned impact fee, the District expects to generate approximately \$910,000 (\$6,500 per unit) in revenue from the Prospect Ridge Subdivision 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).

## Existing and Proposed Landscaping

The majority of the 4.2-acre project site is taken up by a natural grass baseball field with landscaped trees situated along the southeast and northwest borders. The remainder of the site is developed with three driveways fronting East Bidwell Street and parking lot areas with associated lighting and landscape improvements. All of the existing landscaping is proposed to be removed with development of the project site. In addition, the three existing project driveways on East Bidwell Street will be removed and replaced with one new centrally-located driveway.

Proposed landscaping includes a variety of trees, shrubs, and groundcover. The proposed shade and accent trees include Chinese Evergreen, Chinese Pistache, Crape Myrtle, Dwarf Strawberry, Little Leaf Linden, Red Maple, and Red Oak. Proposed shrubs and groundcover will feature drought-tolerant plant materials consisting of Azealia, Australian Bluebell Creeper, Blue Flax Lily, Crown Jewel Gardenia, Daylily, Deer Grass, India Hawthorn, Manzanita, Sword Fern, and Winter Blooming Bergenia. The preliminary landscape plan meets the City shade requirement (40%) by providing 42% shade in the parking lot area within fifteen (15) years.

The concepts of hydro-zoning, or using materials that are compatible in their water use requirements together within the same irrigation zones, are to be applied with all planting and irrigation design. All proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. All irrigation watering will be required to comply with the water conservation requirements established within the Folsom Municipal Code (FMC, Chapter 13.26 Water Conservation) and shall comply with all state water conservation regulations including the Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.

### **Tree Preservation**

The City of Folsom Tree Preservation Ordinance (Folsom Municipal Code Chapter 12.16) regulates both the removal of protected trees and the encroachment of construction activities within their drip lines. Protected trees include native oak trees with a trunk diameter of 6 inches or greater, or multiple-trunked oak trees with an aggregate trunk diameter of 20 inches. An Arborist Report prepared for the project identified a total of 28 trees on the project site including California Pepper, Holly Oak (three trees), Interior Live Oak (five trees), Japanese Red Pine, Redwood, and Silver Dollar. All of the trees on the project site are slated for removal including the eight protected oak trees. To mitigate for the loss of the eight protected oak trees, staff recommends that the following measures be implemented (Condition No. 35):

- The owner/applicant shall obtain a Tree Permit from the City of Folsom Community Development Department prior to grading and construction activities that will allow removal of native oak trees and comply with all requirements of the Tree Permit. The City Arborist shall review the Tree Permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time. Compensatory mitigation shall consist of one of the following:
  - Payment into the Tree Planting and Replacement Fund of an inch-for-diameter inch replacement in lieu fee set by City Council resolution;
  - Dedication of property for the purpose of planting trees based on the following ratio: 1 diameter inch = 0.004 acre of land (175 square feet) – the minimum area of dedication for such property shall be five acres of land, unless the property is contiguous to existing or planned open space, in which case the minimum dedication is one acre of land; off-site mitigation of this type shall be approved by the City \ Council; or
  - Planting of trees on either public property, property with a conservation easement, and/or on property with an irrevocable offer of dedication to the City, pursuant to the ratios set forth in the Tree Ordinance.

### **Grading and Drainage**

The partially-developed project site is relatively flat and will involve a minimal amount of overall grading. The finished pad grades range from 285 feet for the apartment buildings adjacent to East Bidwell Street to 293 feet for the apartment buildings located in southern portion of the project site. Development of the project site is anticipated to require minimal movement of soils (including cutting, filling, and leveling) and the compaction of said materials. The applicant will be required

to provide a complete geotechnical report before the design of interior roads, parking lot areas, and building foundations are finalized. Condition No. 11 is included to reflect this requirement.

Public storm drainage facilities are provided to accommodate runoff for the surrounding commercial and educational land uses, but limited infrastructure currently exists within the project site itself. The nearest storm drainage infrastructure is located adjacent to the southeast corner of the project site. To accommodate conveyance of public drainage and associated on-site drainage improvements, staff recommends that a 15-foot-wide drainage easement be dedicated to the City prior to Building Permit issuance. Condition No. 56 is included to reflect this requirement. Staff also recommends the storm drain improvement plans provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. Condition No. 29 is included to reflect this requirement.

### **Biological Resources**

The project site is generally unremarkable in terms of natural resources as the property was historically covered with placer mine tailings prior to being developed as the administrative campus for the Folsom Cordova Unified School District. There are no sensitive plant communities, wildlife of special concern, wetlands, or other waters of the United States present on the project site. As a result, staff has determined that the proposed project will not have an impact on any biological or natural resources.

### **Architecture and Design**

The proposed project includes development of a 140-unit mixed-use community located on a 4.2-acre site that features a General Mixed-Use (MU) zoning designation. The proposed project, which includes development of seven (7) three-story apartment buildings and one (1) single-story community building, reflects a fairly modern architectural style with many high-quality elements including varied roof forms and shapes, highly articulated facades, recessed entries and balconies, dormers, and decorative enhancements. Proposed building materials include stucco siding, fiber cement panels, stone veneer, stucco trim, decorative metal railing, and composition shingle roof tiles. Primary colors are generally lighter earth tones enhanced by richer trim and accent colors.

The project is subject to the Mixed-Use Zone Site and Architectural Design Standards (FMC, Section 17.23.060) as well as the City’s Design Guidelines for Multi-Family Development. The Mixed-Use Design Standards are intended to reinforce the best design of the times by incorporating design principals associated with form-based codes, transit-oriented development, smart growth, complete streets design, and other innovative urban design standards. With respect to architecture, the Design Standards encourage development of smaller, multiple buildings with varied massing rather than a few larger buildings to help provide visual interest and human scale urban character. Specific architectural details recommended by the Design Standards include, but are not limited to:

- Enhanced entry elements or entry plazas
- Atriums and interior courts
- Upper floor setbacks
- Dynamic building and roof forms

- Cornices, parapets, and eaves
- Awnings, balconies, trellises
- Distinctive window patterns
- Accent lighting
- Landscaping components

The primary purpose of Design Guidelines for Multi-Family Development is to establish specific development standards and design guidelines for the development of multi-family units which are necessary to protect the public health, safety, and general welfare of the community. The Design Guidelines include a variety of recommendations for residential land uses including:

- The architectural design of buildings should consider the site, relationship to other structures, and climatic orientation.
- Strong variations of traditional architecture, massing, and form which create texture and shadow should be a major consideration.
- Openings in buildings should be accentuated architecturally through indentation, framing, and roof variations.
- Buildings with long uninterrupted exterior walls should be avoided. Walls should have varied forms to create shadows which soften the architecture.
- Buildings should be articulated with balconies, dormers, gables, porches, varied setbacks, and staggered roof planes to break up the visual massing of building facades.
- Natural materials such as stone, masonry, wood, and patterned concrete should be used as building materials.
- Finish colors of general wall areas should be of natural earth tones or variations of these tones. Limited accent colors of compatible schemes may be used for trim, window areas, balconies, and doors.

In reviewing the architecture and design of the proposed mixed-use community (Attachments 10-12), City staff determined that the applicant incorporated many of the essential design elements required by the Mixed-Use Design Standards and the Design Guidelines for Multi-Family Development including a pedestrian plaza, enhanced entry elements, highly articulated facades, varied roof design elements, dormers, covered entries, balconies, and various decorative enhancements. As recommended by the Design Standards and Guidelines, the primary colors are generally earth tone in nature and feature various shades of beige and tan. The supporting trim and accent colors offer richer and more vibrant colors such as olive, gray, brown, bronze, and silver. Proposed roof shingle colors, which have been designed to complement the building colors, feature charcoal blend. In addition, the proposed apartment buildings utilize a variety of natural building materials as suggested by the Design Standards and Guidelines including stucco siding, fiber cement panels, stucco trim, stone veneer, wood garage doors, and composition shingle roof tiles. Staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for seven (7) individual apartment buildings and one (1) community recreation building associated with the Bidwell Pointe Mixed-Use Community project. The applicant shall submit building plans that comply with this approval, the attached building elevations and renderings dated April 28, 2017.
2. The design, materials, and colors of the proposed Bidwell Pointe Mixed-Use Community buildings shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.
5. Brick pavers, stamped colored asphalt, or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances.
6. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the apartment and community recreation buildings.

These recommendations are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 44).

## **ENERGY AND WATER CONSERVATION**

To reduce impacts in terms of energy and water consumption, the proposed project is required to meet the 2014 Title 24 Building Envelope Energy Efficiency Standards. The project will be allowed to achieve this performance standard through a combination of measures to reduce energy use for heating, cooling, water heating and ventilation. Because energy use for each different system type (i.e., heating, cooling, water heating, and ventilation) as well as appliances is defined, this method will also easily allow for application of individual measures aimed at reducing the energy use of these devices in a prescriptive manner.

In an effort to address water conservation, the proposed project includes a number of measures aimed at reducing on-site water usage. As discussed within the Landscape section of this staff report, the proposed project has been designed to achieve an overall water efficient landscape rating utilizing primarily low water use plant materials. The concepts of utilizing plant materials that are compatible in their water use requirements together within the same irrigation zones, are to be applied with all planting and irrigation design. In addition, all proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. To further ensure water conservation is being achieved, the proposed project is required to comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation,

requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Chapter 13.26 Water Conservation), or amended from time to time. Condition No 33 is included to reflect these requirements.

### **PUBLIC OUTREACH**

In an effort to inform and educate neighbors and residents regarding the specific details of the proposed project, the applicant conducted a public outreach meeting at the project site on May 11, 2017. The outreach meeting was attended by one local resident who provided positive comments and expressed her support for the project. In addition to the outreach meeting, the applicant has utilized other methods to reach out to the community and provide a platform for feedback regarding the proposed project including posting of a courtesy informational sign on the property, establishment of a website with project-related information, individual meetings with the Chamber of Commerce and local business owners, and posting of project information on local online neighborhood forums (Folsom Chat). The applicant indicates that they have only received positive feedback through the aforementioned communication channels.

The City has received written communication from two residents regarding the proposed project (Attachment 15). One of the letters expresses support for both the project applicant and the proposed development. The second letter expresses concerns about the proposed project relative to the requested CEQA exemption, the capacity of existing City infrastructure to serve the project, and potential traffic impacts. The aforementioned concerns are all addressed within the context of this staff report.

### **ENVIRONMENTAL REVIEW**

In reviewing the submitted development application, City staff determined that the proposed project was eligible for categorical exemption under Section 15332 In-Fill Development of the California Environmental Quality Act (CEQA). In order to be eligible for this particular exemption, a project must satisfy five specific criteria established within Section 15332. The first criterion is that the project must be consistent with the General Plan land use designation, applicable General Plan policies, the Zoning designation, and the Zoning Regulations. As discussed within the General Plan and Zoning Consistency section of this staff report, the proposed project is consistent with the existing General Plan land use designation and Zoning designation. The proposed project also meets all zoning regulations and standards established for the subject property. In addition, the proposed project is consistent with all applicable General Plan policies.

The second criterion is that the proposed project must be located within the City limits with no more than five acres of land and substantially surrounded by urban land uses. The proposed project is located on a 4.2-acre of property located within the City of Folsom. The project site is surrounded by urban development with commercial development the south and east and educational facilities to the north and west. The third criterion states that the proposed development has no habitat for endangered, rare, or threatened species. A biological resource assessment prepared for the project site on April 28, 2017 determined that there were no rare, endangered, or threatened species located on the project site.

The fourth criterion requires that the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. As described within the traffic section of this staff report,

a Traffic Impact Analysis that was prepared by MRO Engineers on April 7, 2017 determined that the propose project would not have a significant impact relative to traffic operations, project access, and on-site circulation. A Noise Assessment prepared in April, 2017 determined that there would be no significant noise impacts associated with development of the project. An Air Quality Technical Report prepared for the project in April, 2017 also determined that there would be no significant air quality impacts associated with the proposed project. Lastly, a Water Quality Assessment prepared in April, 2017 determined that there would be no significant water quality impacts with development of the proposed project.

The fifth criterion is that the project site can adequately be served by all required utilities and public services. City staff has determined that the project site will be served by existing utilities located within the East Bidwell Street right-of-way. In addition, staff has determined that there is sufficient capacity and capability (school capacity, fire response, police response, park facilities, etc.) so that public services will not be impacted by the proposed project.

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

MOVE TO APPROVE A PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT OF A ONE HUNDRED AND FORTY (140) UNIT MIXED-USE, MIXED INCOME MASTER PLANNED COMMUNITY LOCATED AT 125 EAST BIDWELL STREET AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 13 FOR THE BIDWELL POINTE PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS (NO. 1-56).

### **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.

### **CEQA FINDINGS**

- C. THE PROJECT IS CONSISTENT WITH THE APPLICABLE GENERAL PLAN DESIGNATION AND ALL APPLICABLE GENERAL PLAN POLICIES AS WELL AS WITH APPLICABLE ZONING DESIGNATION AND REGULATIONS.
- D. THE PROPOSED DEVELOPMENT OCCURS WITHIN CITY LIMITS ON A PROJECT SITE OF NO MORE THAN FIVE ACRES SUBSTANTIALLY SURROUNDED BY URBAN USES.
- E. THE PROJECT SITE HAS NO VALUE AS HABITAT FOR ENDANGERED, RARE, OR THREATENED SPECIES.
- F. APPROVAL OF THE PROJECT WOULD NOT RESULT IN ANY SIGNIFICANT EFFECTS RELATING TO TRAFFIC, NOISE, AIR QUALITY, OR WATER QUALITY.

- G. THE SITE CAN BE ADEQUATELY SERVED BY ALL REQUIRED UTILITIES AND PUBLIC SERVICES.

**PLANNED DEVELOPMENT PERMIT FINDINGS**

- H. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE, OTHER APPLICABLE ORDINANCES OF THE CITY, AND THE GENERAL PLAN.
- I. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- J. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- K. THERE ARE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.
- L. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS
- M. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.
- N. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.
- O. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

Submitted,



DAVID E. MILLER, AICP  
Community Development Director

**CONDITIONS**

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

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

**CONDITIONS OF APPROVAL FOR THE BIDWELL POINTE MIXED-USE COMMUNITY PROJECT (PN 17-045)  
 PLANNED DEVELOPMENT PERMIT  
 125 EAST BIDWELL STREET**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.	<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• Preliminary Site Plan, dated April 28, 2017</li> <li>• Preliminary Grading and Drainage Plan, dated February, 2017</li> <li>• Preliminary Utility Plan, dated February, 2017</li> <li>• Preliminary Landscape Plan, dated April 25, 2017</li> <li>• Preliminary Access and Circulation Plan with Recommendations</li> <li>• East Bidwell Street/Coloma Street Traffic Signal Detail, dated May 27, 2016</li> <li>• Preliminary Fire Circulation Exhibit, dated April 28, 2017</li> <li>• Preliminary Site Details, dated April 28, 2017</li> <li>• Building Elevations, dated April 28, 2017</li> <li>• Building Renderings, dated April 28, 2017</li> <li>• Color and Materials Board, dated April 28, 2017</li> <li>• Preliminary Floor Plans, dated April 28, 2017</li> </ul>	B	CD (P)(E)
2.	<p>The Planned Development Permit is approved for the development of a 140-unit mixed-use, mixed-income master planned community (Bidwell Pointe). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p> <p>Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	I, B	CD (P)(E)(B)
3.	<p>The project approvals granted under this staff report (Planned Development Permit) shall remain in effect for two years from final date of approval (June 21, 2019). Failure to obtain a building permit within this time period, without the subsequent extension of this Planned Development Permit, shall result in the termination of this Planned Development.</p>	B	CD (P)

**CONDITIONS OF APPROVAL FOR THE BIDWELL POINTE MIXED-USE COMMUNITY PROJECT (PN 17-045)  
 PLANNED DEVELOPMENT PERMIT  
 125 EAST BIDWELL STREET**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
4.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>			
5.	The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
6.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	I	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE BIDWELL POINTE MIXED-USE COMMUNITY PROJECT (PN 17-045)  
 PLANNED DEVELOPMENT PERMIT  
 125 EAST BIDWELL STREET**

	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	I, M, B	CD (P)(E)
9.		This project shall be subject to all applicable City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all applicable City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (June 21, 2017). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
10.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
<b>SITE DEVELOPMENT REQUIREMENTS</b>				
11.		Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)

**CONDITIONS OF APPROVAL FOR THE BIDWELL POINTE MIXED-USE COMMUNITY PROJECT (PN 17-045)  
 PLANNED DEVELOPMENT PERMIT  
 125 EAST BIDWELL STREET**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
12.	Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I, B	CD (P)(E)
13.	The owner/applicant shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements and quit claims, as necessary, in accordance with these studies and the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (E)
14.	The improvement plans for the required public and private improvements, including but not limited to street and frontage improvements on East Bidwell Street shall be reviewed and approved by the Community Development Department prior to issuance of the Building Permit.	B	CD (E)
15.	Required public and private improvements, including but not limited to street and frontage improvements on East Bidwell Street shall be completed prior to issuance of a Certificate of Occupancy.	O	CD (E)
16.	Any reimbursement for public improvements constructed by the owner/applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
17.	Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
18.	The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
19.	The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, 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.	O	CD (E)

**CONDITIONS OF APPROVAL FOR THE BIDWELL POINTE MIXED-USE COMMUNITY PROJECT (PN 17-045)  
 PLANNED DEVELOPMENT PERMIT  
 125 EAST BIDWELL STREET**

	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
20.		<p>A Master Apartment Rental Lease Agreement shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the <u>Folsom Municipal Code</u> and adopted policies, prior to the issuance of the first Building Permit. In addition, the Master Apartment Rental Lease Agreement shall comply with the conditions of approval for this project.</p>	B	CD (P)(E)
21.		<p>The owner/applicant shall prepare and implement a facility use regulation as part of the Master Apartment Rental Agreement that prohibits outdoor storage on porches/balconies to the satisfaction of the Community Development Department. Outdoor storage closets on porches will be permitted.</p>	B, OG	CD (P)
22.		<p>The owner/applicant shall disclose to the apartment renters in the Master Apartment Rental Agreement commercial land uses, a middle school, and a high school, are located in close proximity to the project site and that these uses may generate noise and light impacts during various times, including but not limited to evening and nighttime hours. In addition, the owner/applicant shall disclose to apartment renters in the Master Apartment Rental Agreement that the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.</p>	B	CD (P) PK

**CONDITIONS OF APPROVAL FOR THE BIDWELL POINTE MIXED-USE COMMUNITY PROJECT (PN 17-045)  
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 125 EAST BIDWELL STREET**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
23.	<p>The proposed project shall include the following parking and vehicle restrictions (this condition shall be included in the Master Apartment Rental Agreement for this project):</p> <p>1) <u>Parking and Vehicle Restrictions</u></p> <p>a) <u>Parking Restrictions</u> - The purpose and intent of this Declaration is to restrict the areas where motor vehicles can be parked within the development.</p> <ul style="list-style-type: none"> <li>• Residents shall only park motor vehicles in garages or in on-site parking spaces.</li> </ul> <p>b) <u>Garage Restrictions</u> - The purpose and intent of this Declaration is to restrict the use of garages within the development.</p> <ul style="list-style-type: none"> <li>• Garages shall remain available for the parking of motor vehicles and shall not be used for other purposes which would displace the parking of motor vehicles.</li> <li>• Garages shall not be used for workshops, hobby facilities, or storage areas which will prevent the parking of motor vehicles.</li> </ul> <p>c) <u>Vehicle Type Restrictions</u> - The purpose and intent of this Declaration is to restrict the types of vehicles which can be parked within the development.</p> <ul style="list-style-type: none"> <li>• <u>Permitted Vehicles</u> - Only motor vehicles registered and permitted to drive on public roadways by a government agency are permitted within the development.</li> <li>• <u>Recreational Vehicles</u> - No trailer, motor home, camper, boat, personal watercraft, all-terrain, or other similar recreational vehicle shall be parked, stored, or permitted to remain within the development.</li> </ul>	B	CD (P,E)

**CONDITIONS OF APPROVAL FOR THE BIDWELL POINTE MIXED-USE COMMUNITY PROJECT (PN 17-045)  
 PLANNED DEVELOPMENT PERMIT  
 125 EAST BIDWELL STREET**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
24.	The owner/applicant shall form a Property Management Company, which shall be responsible for maintenance of all private streets, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of private storm drain facilities, maintenance of water quality swales, maintenance of water quality ponds, maintenance of sanitary sewer improvements, and maintenance of any other on-site facilities throughout the life of the project to the satisfaction of the Community Development Department.	I, B	CD (P)(E)
25.	For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
26.	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing parking area lights, landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.	I, B	CD (P)
27.	The existing overhead utility lines (including overhead poles) located along East Bidwell Street and all future utility lines, lower than 69 KV, shall be placed underground within and along the perimeter of the project at the owner/applicant's cost.	I	CD (E)

**STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS**

28.	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).	G, I, B	CD (E)
29.	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.	G, I, B, O	CD (E)
30.	Prior to issuance of a Grading Permit, the owner/applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review and approval by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards.	G, I	CD (E)
31.	Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.	G, I	CD (E)

32.		<p>Prior to issuance of grading permits, the project applicant shall obtain coverage under the State Water SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.</p> <p>The SWPPP shall contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.</p>	G, I, B	CD (E)
33.		<p>The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Chapter 13.26 Water Conservation)</u>, or amended from time to time.</p>	I, B, OG	CD (P)(E)

**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

34.	<p>Final landscape plans and specifications for the project shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all landscape specifications and details. Landscaping of the parking areas for guest parking shall meet shade requirements as outlined in the <u>Folsom Municipal Code Chapter 17.57</u>. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) until such time the City of Folsom adopts its own Water Efficient Landscape 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, sign visibility, 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.</p>	I	CD(P)(E)
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35.	<p>The owner/applicant shall obtain a Tree Permit from the City of Folsom Community Development Department prior to grading and construction activities that will allow removal of native oak trees and comply with all requirements of the Tree Permit. The City Arborist shall review the Tree Permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time. Compensatory mitigation shall consist of one of the following:</p>	<ul style="list-style-type: none"> <li>• Payment into the Tree Planting and Replacement Fund of an inch-for-inch diameter replacement in lieu fee set by City Council resolution;</li> <li>• Dedication of property for the purpose of planting trees based on the following ratio: 1 diameter inch = 0.004 acre of land (175 square feet) – the minimum area of dedication for such property shall be five acres of land, unless the property is contiguous to existing or planned open space, in which case the minimum dedication is one acre of land; off-site mitigation of this type shall be approved by the City Council; or</li> <li>• Planting of trees on either public property, property with a conservation easement, and/or on property with an irrevocable offer of dedication to the City, pursuant to the ratios set forth in the Tree Ordinance.</li> </ul>	G, I	CD (P)(E)
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**CULTURAL RESOURCE REQUIREMENTS**

36.	<p>If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:</p> <ul style="list-style-type: none"> <li>• If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.</li> <li>• If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the relevant federal and CEQA agencies, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to their satisfaction.</li> </ul>	G, I	CD (P)(E)
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37.	<p>If the find includes human remains, or remains that are potentially human, the archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner. The provisions of § 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (§ 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinterment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.</p>	G, I	CD (P)(E)
38.	<p>If paleontological or other geologically sensitive resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the Community Development Department. The owner/applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>	G, I	CD (P)(E)

**AIR QUALITY REQUIREMENTS**

39.	<p>The owner/applicant shall follow all construction control measures recommended by the Sacramento Air Quality Management District (SMAQMD). The following control measures, which are consistent with basic construction emission control practices recommended by SMAQMD, shall be implemented by the owner/applicant to reduce PM10 emission during construction:</p> <ul style="list-style-type: none"> <li>• Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>• Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.</li> <li>• Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>• All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.</li> <li>• Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.</li> </ul>	G, I, B	CD (P)(E)(B)
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**HAZARDOUS MATERIALS REQUIREMENTS**

40.	<p>Discovery of unknown contaminated soils during construction. If during construction, currently unknown contaminated soils are discovered (i.e., discolored soils, odorous, other indications), construction within the area shall be halted, the extent and type of contamination shall be characterized, and a clean-up plan shall be prepared and executed. The plan shall require remediation of contaminated soils. The plan shall be subject to the review and approval of SCEMD, RWQCB, the City of Folsom, or other agencies, as appropriate. Remediation can include in-situ treatment, disposal at an approved landfill, or other disposal methods, as approved. Construction can proceed within the subject area upon approval of and in accordance with the plan.</p>	G, I, B	CD (P)(E)(B)
<b>TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS</b>			
41.	<p>A minimum of 220 vehicle parking spaces shall be provided for the project. In addition, a minimum of 28 bicycle parking spaces shall be provided to serve residents. The bicycle parking spaces shall be evenly distributed throughout the project site.</p>	I, O	CD (P,E)

42.	<p>In accordance with the Traffic Impact Study prepared by MRO Engineers, Inc. dated April 7, 2017, the following traffic design measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• “STOP” signs and appropriate pavement markings shall be installed at the new project driveway located on East Bidwell Street.</li> <li>• Landscape materials located on either side of the project driveway on East Bidwell Street shall be limited to low-growing plant species.</li> <li>• The owner/applicant shall pay a fair-share contribution to the City for the cost of the design, construction, and installation of the traffic signal at the intersection of East Bidwell Street and Coloma Street. The fair-share contribution will be determined based on a fair-share cost analysis prepared by a licensed professional engineer subject to mutual agreement by the owner/applicant and the City.</li> <li>• The uncontrolled mid-block crosswalk between the project site and Sutter Middle School shall be removed only upon completion of the Traffic Signal and associated pedestrian crosswalks at the intersection of East Bidwell Street and Coloma Street.</li> </ul>		I	CD (P)(E)
<b>NOISE REQUIREMENTS</b>				
43.	<p>Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Construction equipment shall be muffled and shrouded to minimize noise levels.</p>		I, B	CD (P)(E)

**ARCHITECTURE/SITE DESIGN REQUIREMENTS**

44.	<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for five (5) individual apartment buildings and one (1) community recreation building associated with the Bidwell Pointe Mixed-Use Community project. The applicant shall submit building plans that comply with this approval, the attached building elevations and renderings dated April 28, 2017.</li> <li>2. The design, materials, and colors of the proposed Bidwell Pointe Mixed-Use Community buildings shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.</li> <li>3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.</li> <li>4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.</li> <li>5. Brick pavers, stamped colored asphalt, or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances.</li> <li>6. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the apartment and community recreation buildings.</li> </ol>	B	CD (P)
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**GRADING REQUIREMENTS**

45.	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.	G, I	CD (E)
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**FIRE DEPARTMENT REQUIREMENTS**

46.	The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Department.	I	FD
47.	Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD

**ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS**

48.	The project shall comply with all measures identified by the City of Folsom to meet the 28 percent reduction in Citywide water use compared to 2013, including, if generally required by the City, the installation of ultra-low water use appliances, and any other applicable measures adopted by the City.	I, OG	EWR, CD (E)
49.	The owner/applicant shall be subject to all requirements established by <u>Folsom Municipal Code (FMC, Chapter 17.26, Water Conservation)</u> relative to water conservation.	I, OG	EWR, CD (E)

**POLICE/SECURITY REQUIREMENT**

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

51.	<p>The owner/applicant shall request materials from the Folsom-Cordova Unified School District regarding the District's school housing philosophy and shall make available such materials to prospective apartment renters at the project leasing office. Additionally, the owner/applicant shall provide written evidence signed by the project renters that such materials have been presented to the renters as part of the lease transaction and that the renters are aware that children from this development may not be able to attend their designated neighborhood school.</p>	B, O	CD (P)
52.	<p>The final trash and recycling collection plan shall be subject to review and approval by the Community Development Department.</p>	I, B	CD (P)
53.	<p>Decorative pilasters shall be added at each corner location and at approximately 50-foot intervals along straight wall segments of the six-foot-tall masonry wall. In addition, the final location, design, height, materials, and colors of the walls and fencing shall be subject to review and approval by the Community Development Department.</p>	B	CD (P)
54.	<p>The owner/applicant shall obtain permission (permit, letter, agreement, etc.) from all applicable public utility companies (SMUD, PG&amp;E, WAPA, etc.) in a form acceptable to the Community Development Department for construction-related activities proposed within the existing public utility easements.</p>	I	CD (P)
55.	<p>The final location, design, and materials of the monument sign shall be subject to review and approval by the Community Development Department. In addition, the owner/applicant shall obtain a sign permit and all signage associated with proposed project shall comply with the requirements established by the <u>Folsom Municipal Code (FMC, Section 17.59, Signs)</u>.</p>	OG	(P)
56.	<p>The owner/applicant shall dedicate a 15-foot-wide drainage easement to accommodate drainage improvements on the project site prior to issuance of a Building Permit.</p>	B	CD (E)

Attachment 1

Vicinity Map



**ARCHITECTURE**

- A1.0 SITE PLAN
- A1.1 FIRE EXHIBIT
- A2.0 BUILDING ELEVATIONS - BUILDING A
- A2.1 BUILDING ELEVATIONS - BUILDING A
- A2.2 BUILDING ELEVATIONS - BUILDING B
- A2.3 BUILDING ELEVATIONS - BUILDING B
- A2.4 BUILDING ELEVATIONS - BUILDING C
- A2.5 BUILDING ELEVATIONS - BUILDING C
- A2.6 BUILDING ELEVATIONS - BUILDING D
- A2.7 BUILDING ELEVATIONS - BUILDING D
- A2.8 BUILDING ELEVATIONS - LEASING/AMENITY
- A3.0 BUILDING PLANS - BUILDING A
- A3.1 BUILDING PLANS - BUILDING A
- A3.2 BUILDING PLANS - BUILDING B
- A3.3 BUILDING PLANS - BUILDING B
- A3.4 BUILDING PLANS - BUILDING C
- A3.5 BUILDING PLANS - BUILDING C
- A3.6 BUILDING PLANS - BUILDING D
- A3.7 BUILDING PLANS - BUILDING D
- A3.8 BUILDING PLANS - LEASING/AMENITY & POOL BUILDING
- A5.0 UNIT PLANS
- A5.1 UNIT PLANS
- A5.2 UNIT PLANS
- A5.3 UNIT PLANS
- A5.4 UNIT PLANS
- A6.0 PERSPECTIVES - SITE AERIAL
- A6.1 PERSPECTIVES - LEASING/AMENITY BUILDING
- A6.2 PERSPECTIVES - TOT LOT
- A6.3 PERSPECTIVES - BUILDING A LIVE/WORK

**LANDSCAPE**

- L1.0 CONSTRUCTION PLAN
- L1.1 PLANTING PLAN



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FOLSOM, CA # 2016-0072

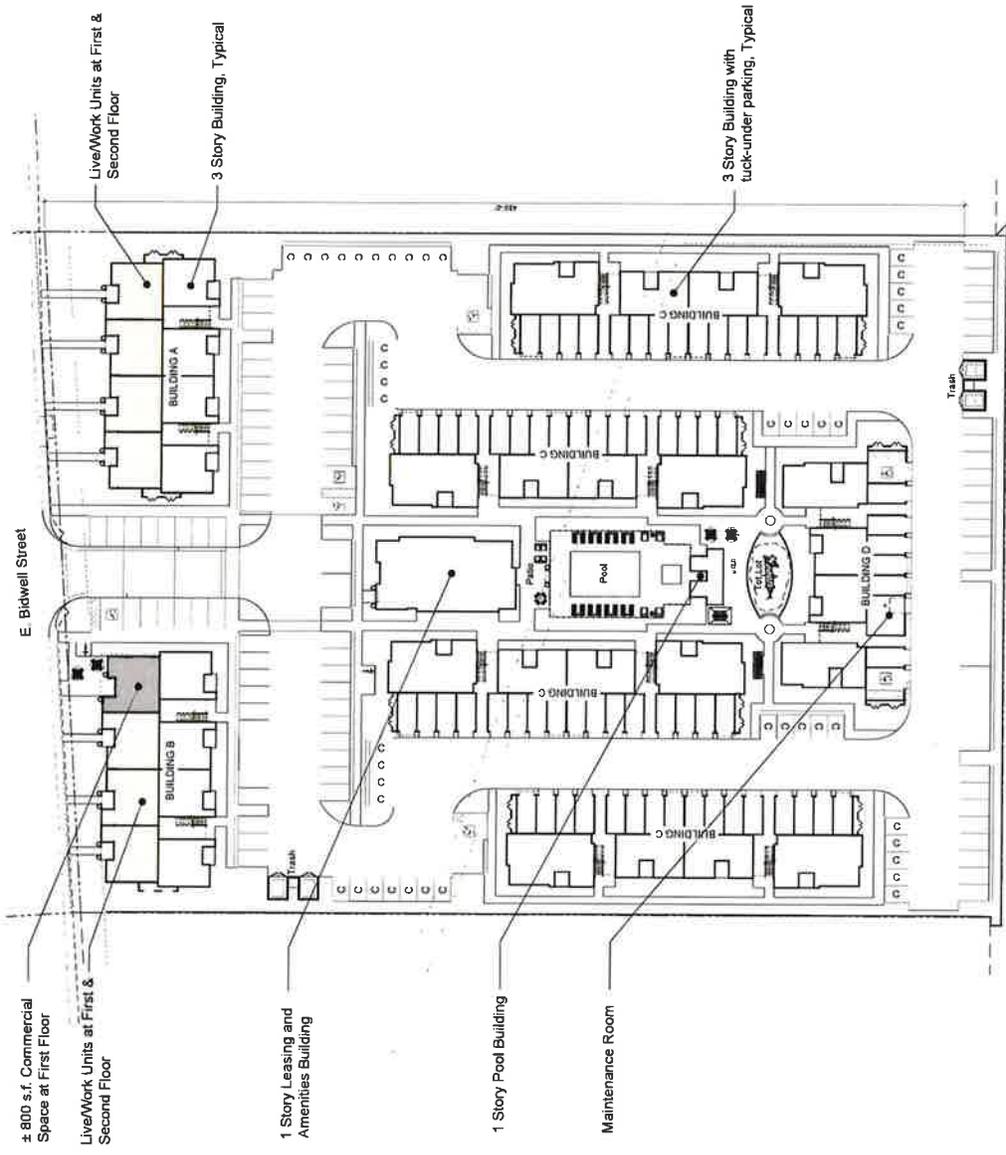
**SCHEMATIC DESIGN**  
APRIL 28, 2017

SHEET INDEX

**A0.1**

## Attachment 2

Preliminary Site Plan, dated April 28, 2017



**Site Summary**

4.2 acres  
 140 Units (33.3 du/acre)  
 ±800 s.f. Commercial

**Building Summary**

1 Bedroom	67 units	48%
1 Bedroom Live/Work	7 units	5%
2 Bedroom	58 units	41%
3 Bedroom	8 units	6%
<b>Total</b>	<b>140 units</b>	

**Parking Summary**

Residential Parking Required:	
1 Bedroom	1 space/unit
1 Bedroom Live/Work	1 space/unit
2 Bedroom	2 space/unit
3 Bedroom	2 space/unit
<b>Total</b>	<b>206 spaces</b>

<b>Parking Provided:</b>	
Residential Parking	216 spaces
Commercial Parking	4 spaces
<b>Total</b>	<b>220 spaces</b>



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 APRIL 28, 2017



**SITE PLAN**

**A1.0**

**Attachment 3**

**Preliminary Grading and Drainage Plan  
Dated February, 2017**



## Attachment 4

Preliminary Utility Plan, dated February, 2017



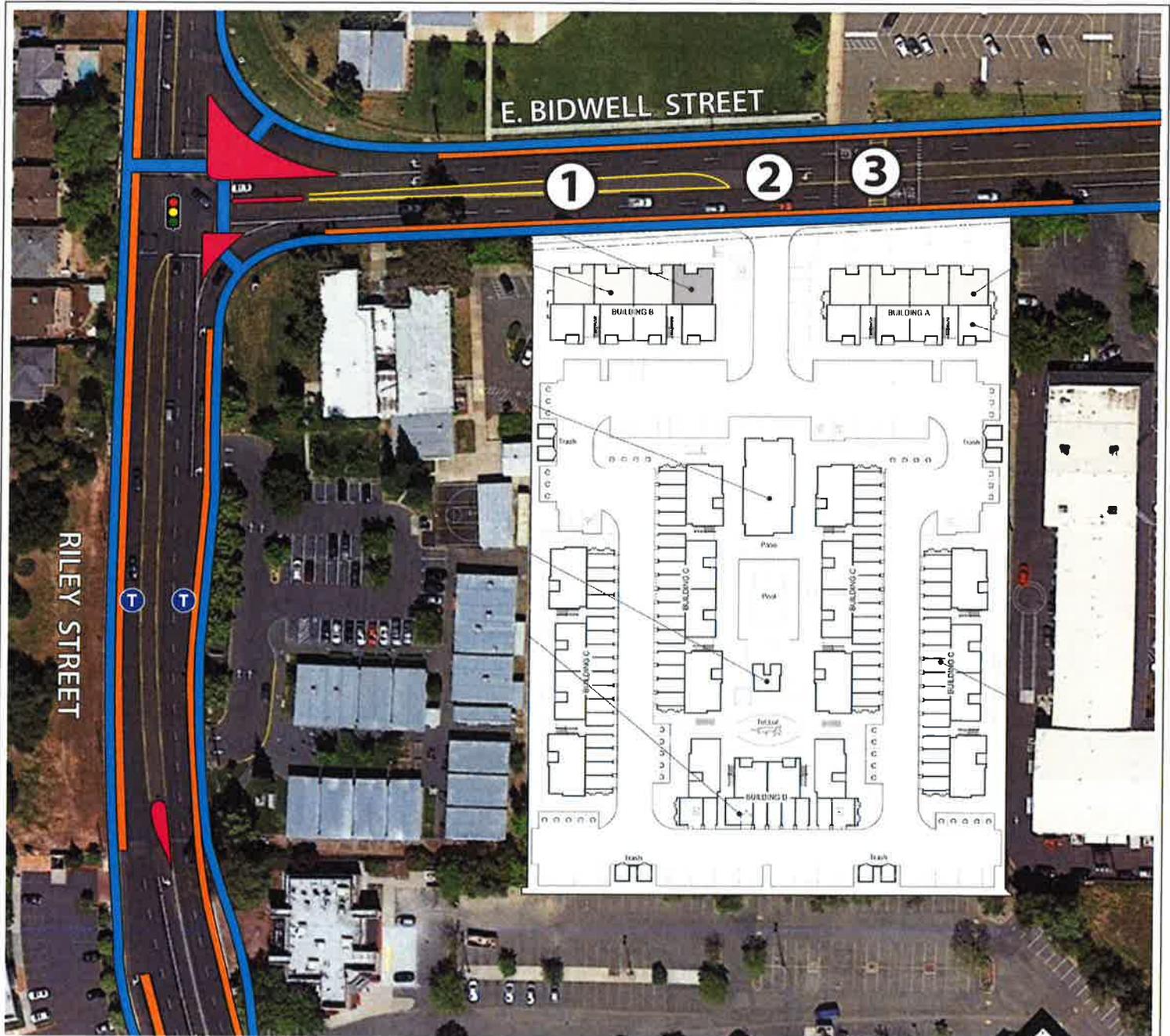
## Attachment 5

Preliminary Landscape Plan, dated April 25, 2017



## Attachment 6

### Preliminary Access and Circulation Plan with Recommendations



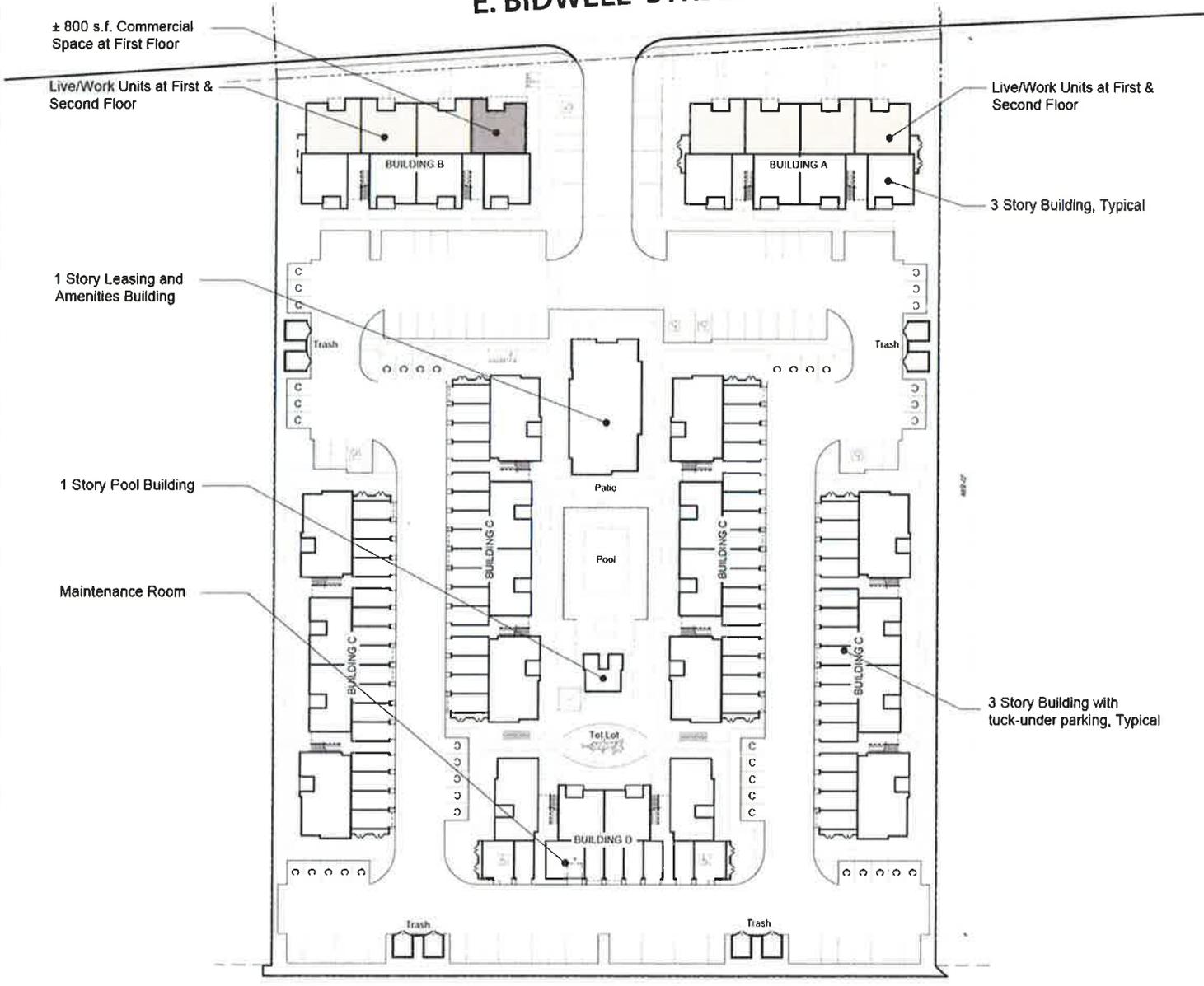
**LEGEND**

-  SIDEWALK / CROSSWALK
-  BIKE LANE / PATH
-  RAISED MEDIAN
-  TRAFFIC SIGNAL
-  TRANSIT STOP

- ① Extend painted median to project driveway
- ② Align 75-ft. left-turn lane with project driveway
- ③ Remove crosswalk

- Full access (all turn movements OK)
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK  
(Use only low-growing landscape material at driveway)
- Adequate throat depth

**E. BIDWELL STREET**



**Attachment 7**

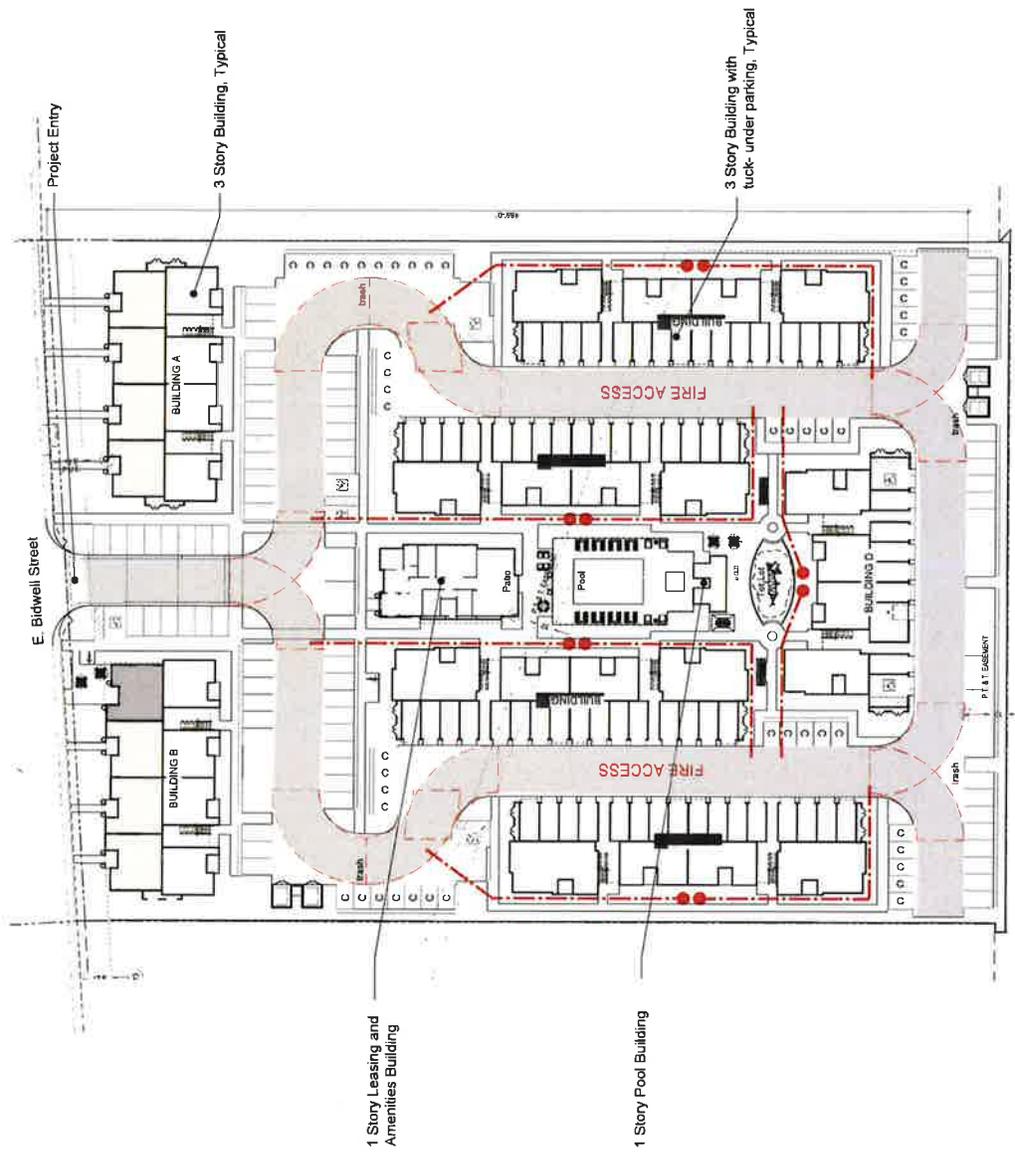
**East Bidwell Street/Coloma Street  
Traffic Signal Detail, dated May 27, 2016**





## Attachment 8

Preliminary Fire Circulation Exhibit, dated April 28, 2017



50'-0"

Fire Truck Turning Radius  
1" = 20'-0" Scale

--- Hose Pull - 150' Max.

Note - All FIRE ACCESS roads shall be 27'-0" minimum width



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FOLSOM, CA # 2015-0072

**SCHEMATIC DESIGN**  
APRIL 28, 2017

**FIRE EXHIBIT**

**A1.1**

## Attachment 9

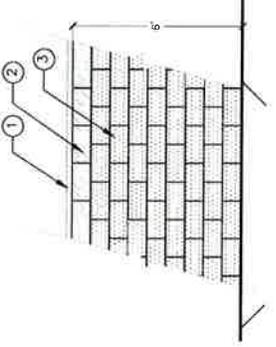
Preliminary Site Details, dated April 28, 2017

# CONSTRUCTION KEYNOTES

- GENERAL NOTES**
- 1.1. EXISTING SIDEWALK.
  - 1.2. STORMWATER APPEARANCES - SEE CIVIL PLANS.
- SITE NOTES**
- 2.1. PROPOSED BIKE RACKS.
  - 2.2. PROPOSED OUTDOOR PATIO.
  - 2.3. PROPOSED TABLE WITH UMBRELLA.
  - 2.4. PROPOSED POTTERY.
  - 2.5. PROPOSED OUTDOOR FURNITURE.
  - 2.6. PROPOSED GAME TABLE.
  - 2.7. PROPOSED SHADE STRUCTURE WITH IRONIC TABLE.
  - 2.8. PROPOSED BENCHES WITH TRELLIS.
  - 2.9. PROPOSED BBQ WITH TRASH RECEPTACLE.
  - 2.10. PROPOSED PLAY STRUCTURE.
  - 2.11. PROPOSED #6 PHOTO II WALL.
- CONCRETE NOTES**
- 3.1. PROPOSED CONCRETE FLATWORK WITH MEDIUM BROOM FINISH.
  - 3.2. PROPOSED COLORED, STAMPED AND SCORED PEDESTRIAN-LOAD CONCRETE WITH ANTI-SHUFFLE FINISH. COLOR: TAN (AS), ANTIQUE RELEASE STONE GRAY(S16), STAMP PATTERN: CONCRETE/ANNA SLATE (8118), ALL CONCRETE COLOR AND STAMP BY U.A. SCOFFIELD.
  - 3.3. PROPOSED COLORED AND STAMPED AND ASPHALT BY STREETPRINT FIELD PATTERN: DIAGONAL HERRINGBONE COLOR HERRINGBONE PATTERN: NONE COLOR BROOM: NONE.
  - 3.4. PROPOSED CONCRETE SEAT WALL.

LEGEND

1. SPILT PAVER CAP BY BASALTIC COLOR.
2. TOP COURSE: BASALTIC PHOTO II MASONRY 8"X8"X16" BLOCK, STD. FACE/COMBED BACK COLOR: TAN IRONIC IRON.
3. REMAINING FIELD COURSES: BASALTIC PHOTO II MASONRY 8"X8"X16" BLOCK, COMBED BACK FACE/COMBED BACK COLOR: COLOR BY OWNER.
4. HORIZONTAL JOINT REINFORCING PER MANUFACTURER'S SPECIFICATIONS. SEE PHOTO II ENGINEERING.
5. CONCRETE SETTING PAD.
6. CONCRETE FOOTING. DIMENSIONS INDICATE LINE OF DIP FACING OR LINE OF CONTINUOUS TRENCH FOOTING. SEE PHOTO II ENGINEERING.
7. #4 CONTINUOUS REBAR.

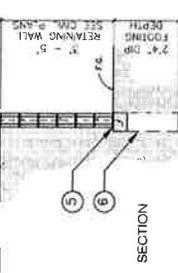


ELEVATION

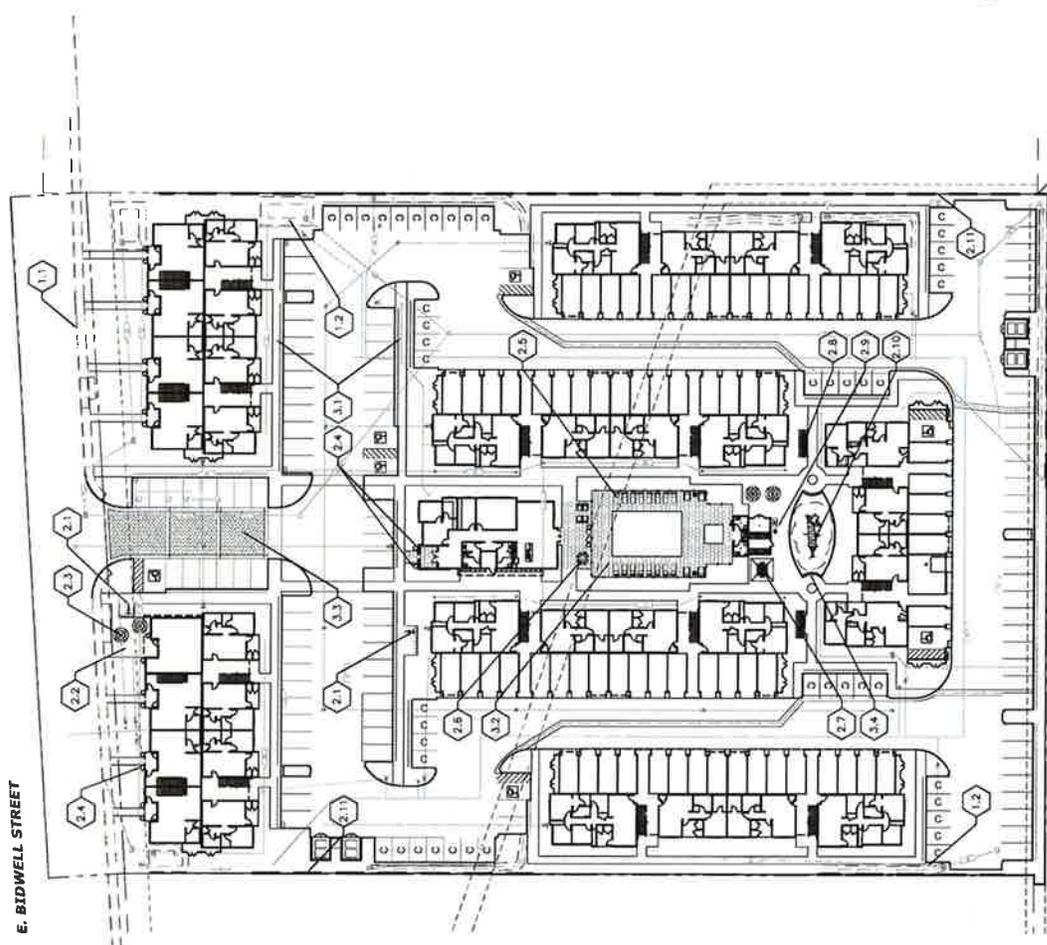
NOTE: ALL MASONRY WALLS ARE TO BE PAINTED WITH AN ANTI-SHUFFLE FINISH. COATING TO BE BLOCK PAINT, MICRO-MASTER (CONARTII) MASTER, COP 1000 (GENESE CONCRETE, INC.) OR APPROVED EQUAL. (SEE SPECIFICATIONS, TYP. DET.)

MASONRY FENCE

SCALE: 1/2" = 1'-0"



SECTION



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SCHEMATIC DESIGN  
APRIL 25, 2017



CONSTRUCTION PLAN

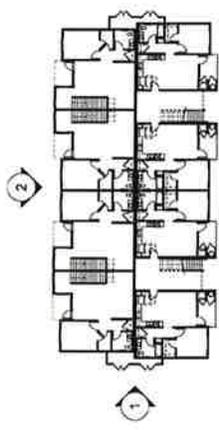
L1.0



FUHRMAN LEAMY  
LAND GROUP  
DESIGN + SERVICE + SOLUTIONS  
940 INDEPENDENCE DRIVE SUITE 100 FOLSOM, CA 95688

Attachment 10

Building Elevations, dated April 28, 2017



KEY PLAN N.T.S.



VIEW 1 - RIGHT  
SOUTHWEST



VIEW 2 - FRONT  
NORTHWEST



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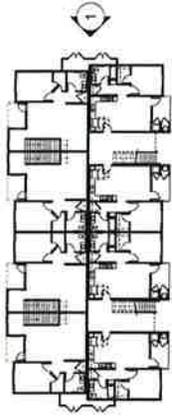
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**SCHEMATIC DESIGN**  
APRIL 23, 2017

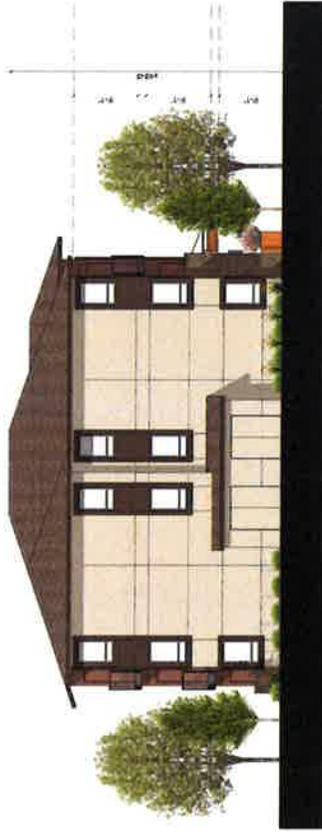


**BUILDING ELEVATIONS**  
BUILDING A

**A2.0**



KEY PLAN N.T.S.



VIEW 1 - LEFT  
NORTHEAST



VIEW 2 - REAR  
SOUTHEAST



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St. Anton Communities  
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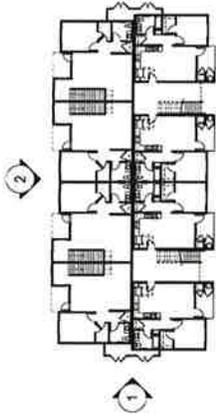
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FOLSOM, CA # 2016-0072

**SCHEMATIC DESIGN**  
APRIL 28, 2017



**BUILDING ELEVATIONS**  
BUILDING A

**A2.1**



KEY PLAN N.T.S.



VIEW 1 - RIGHT  
SOUTHWEST



VIEW 2 - FRONT  
NORTHWEST



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ST. ANTON  
COMMUNITY CENTER

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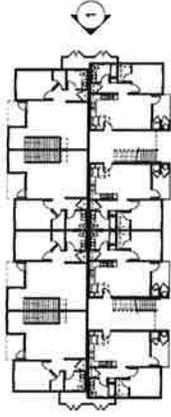
BIDWELL POINTE  
FOLSOM, CA # 2018-0072

SCHEMATIC DESIGN  
APRIL 28, 2017



BUILDING ELEVATIONS  
BUILDING B

A2.2



KEY PLAN N.T.S.



VIEW 1 - LEFT  
NORTHEAST



VIEW 2 - REAR  
SOUTHEAST



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COMMUNITIES

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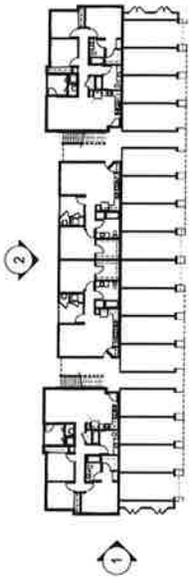
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FOLSOM, CA # 2019-0072

SCHEMATIC DESIGN  
APRIL 28, 2017



BUILDING ELEVATIONS  
BUILDING B

A2.3



KEY PLAN N.T.S.



VIEW 1 - RIGHT



VIEW 2 - FRONT



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COMMUNITIES

SLA Urban Communities  
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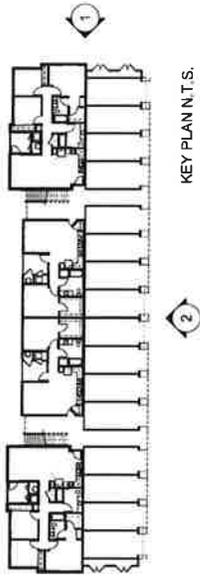
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FOLSOM, CA # 2015-0072

SCHEMATIC DESIGN  
APRIL 28, 2017



BUILDING ELEVATIONS  
BUILDING C

A2.4



VIEW 1 - LEFT



VIEW 2 - REAR



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COMMUNITIES

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Sacramento, CA 95811-3000

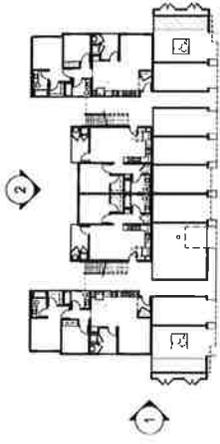
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FOLSOM, CA ☎ 2015-0072

**SCHEMATIC DESIGN**  
APRIL 28, 2017



**BUILDING ELEVATIONS**  
BUILDING C

**A2.5**



KEY PLAN N.T.S.



VIEW 1 - RIGHT  
SOUTHWEST



VIEW 2 - FRONT  
NORTHWEST



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ST. ANTON  
COMMUNITIES

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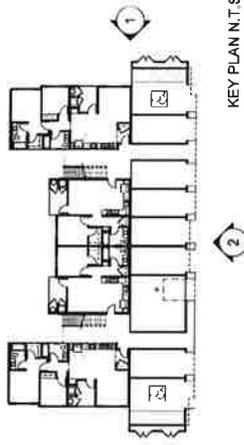
BIDWELL POINTE  
FOLSOM, CA # 2016-0072

SCHEMATIC DESIGN  
APRIL 28, 2017



BUILDING ELEVATIONS  
BUILDING D

A2.6



VIEW 1 - LEFT  
NORTHEAST



VIEW 2 - REAR  
SOUTHEAST



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ST. ANTON  
COMMUNITARIANS

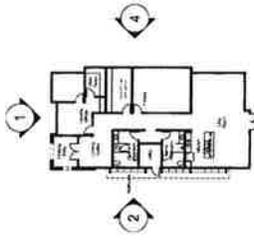
St. Anton Communities  
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Sacramento, CA 95847-3000

BIDWELL POINTE  
FOLSOM, CA # 2016-0072

SCHEMATIC DESIGN  
APRIL 28, 2017



BUILDING ELEVATIONS  
BUILDING D



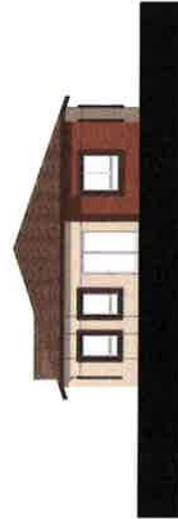
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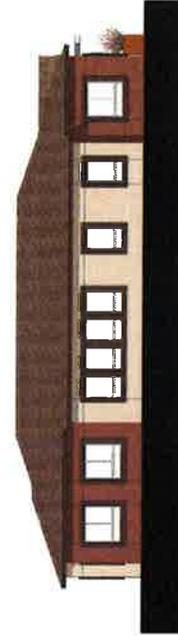
VIEW 1 - FRONT  
NORTHWEST



VIEW 2 - RIGHT  
NORTHEAST



VIEW 3 - REAR  
SOUTHEAST



VIEW 4 - LEFT  
SOUTHWEST



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FOLSOM, CA # 2016-0072

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APRIL 23, 2017



**BUILDING ELEVATIONS**  
LEARNING/AGENCY BUILDING

Attachment 11

Building Renderings, dated April 28, 2017



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**BIDWELL POINTE**  
FOLSOM, CA # 2016-0072

**SCHEMATIC DESIGN**  
APRIL 28, 2017

**PERSPECTIVES**  
SITE AERIAL

**A6.0**



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**BIDWELL POINTE**  
FOLSOM, CA # 2016-0072

**SCHEMATIC DESIGN**  
APRIL 26, 2017

**PERSPECTIVES**  
LEASING/AMENITY BUILDING

**A6.1**



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COMMUNITY

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**BIDWELL POINTE**  
FOLSOM, CA # 2015-072

**SCHEMATIC DESIGN**  
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TOT LOT

**A6.2**



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COMMUNITIES

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**BIDWELL POINTE**  
FOLSOM, CA # 2015-0072

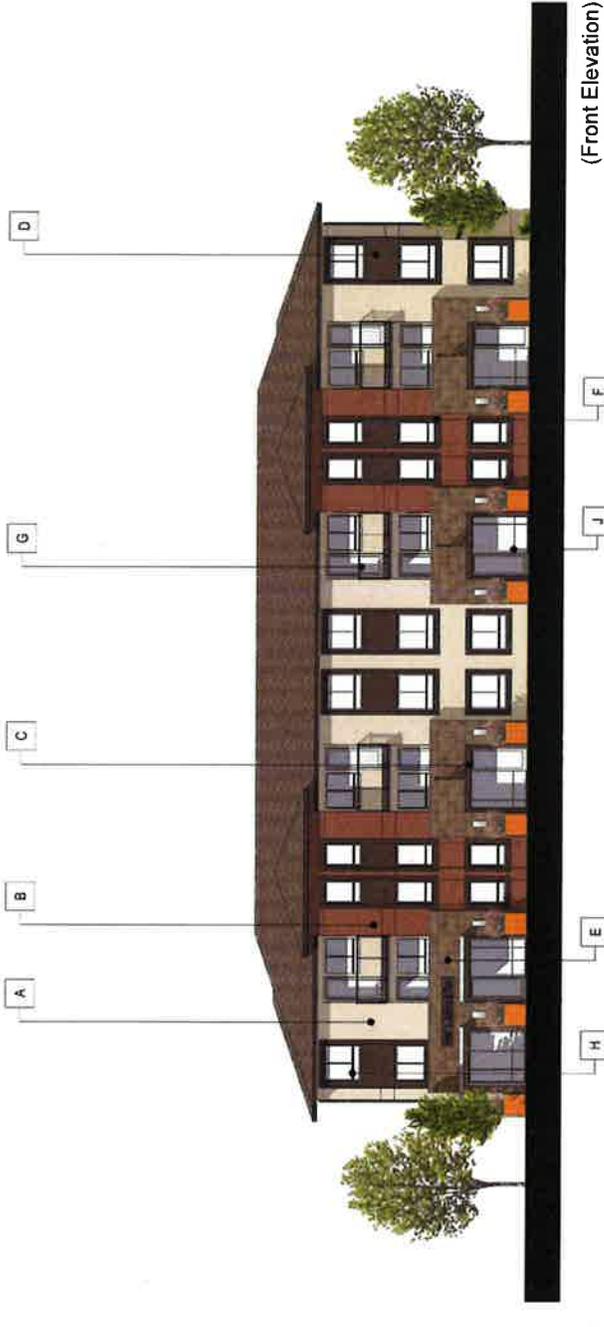
**SCHEMATIC DESIGN**  
APRIL 28, 2017

**PERSPECTIVES**  
BUILDING A - LIVENWORK

**A6.3**

## Attachment 12

Color and Materials Board, dated April 28, 2017



Legend	Material Sample	Color Number	Color Name
A	Body 1 - Stucco	SW 7036	Accessible Beige
B	Body 2 - Stucco	SW 2837	Aurora Brown
C	Body 3 - Stucco	SW 7033	Brainstorm Brown
D	Body 4 - Fiber Cement Panels	SW 7055	Enduring Bronze
E	Body 5 - Stone Veneer	Boral	Cast-Fit French Gray
F	Trim - Stucco	SW 7055	Enduring Bronze
G	Metal 1	SW 7675	Sealskin Silver
H	Window Frame	-	-
J	Storefront	SW 6902	Inkwell

A. Body 1  
(Stucco)

B. Body 2  
(Stucco)

C. Body 3  
(Stucco)

D. Body 4  
(Fiber Cement  
Panels)

E. Body 5  
(Stone Veneer)

F. Trim  
(Stucco)

G. Metal 1

H. Vinyl Window

J. Storefront



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**BIDWELL POINTE**  
FOLSOM, CA # 2016-0072

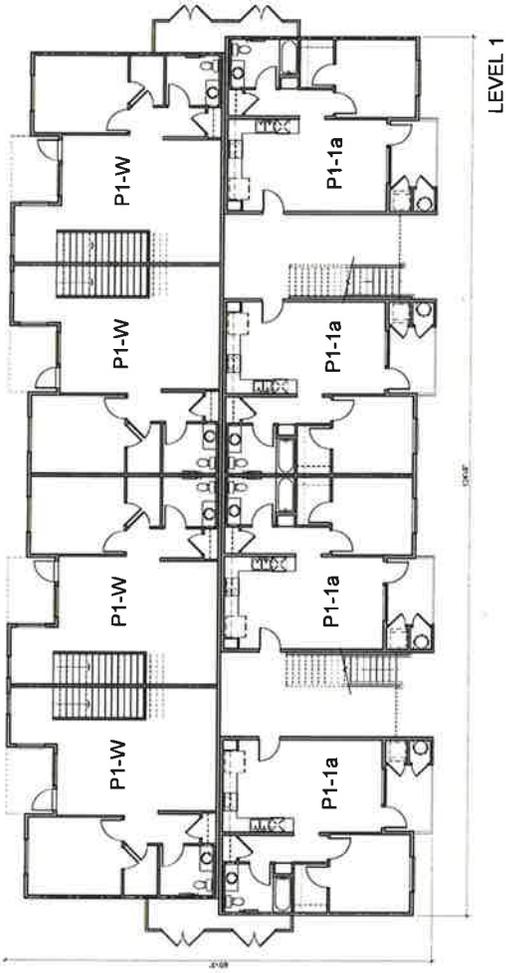
**SCHEMATIC DESIGN**  
APRIL 28, 2017

**MATERIAL BOARD**

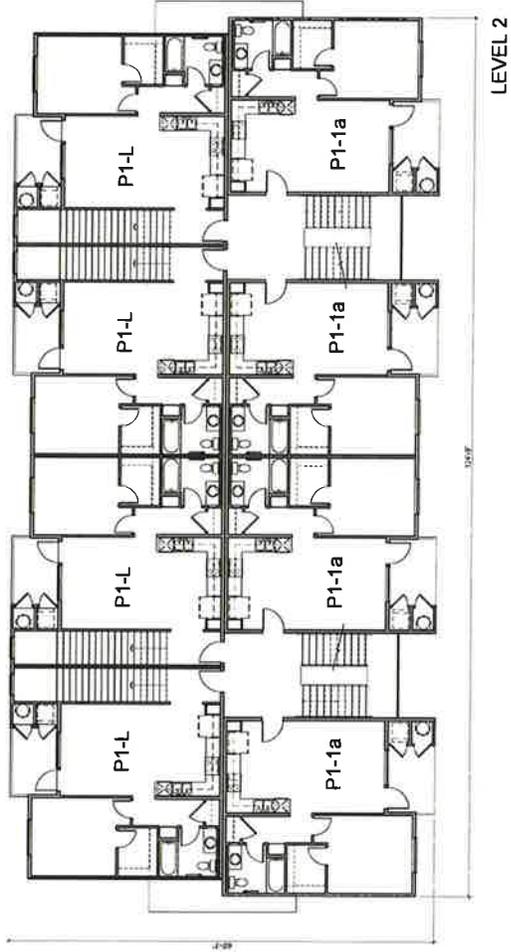
**A7.0**

## Attachment 13

Preliminary Floor Plans, dated April 28, 2017



LEVEL 1



LEVEL 2



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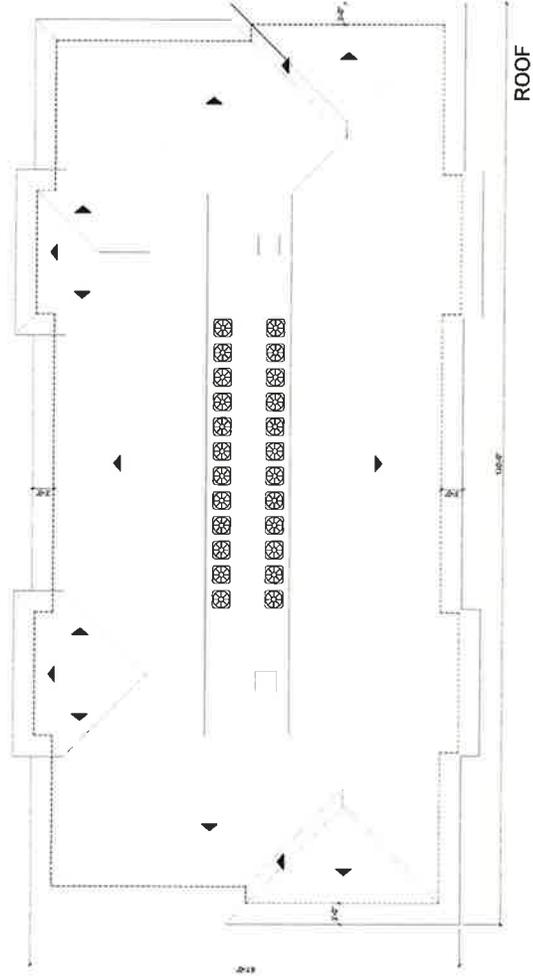
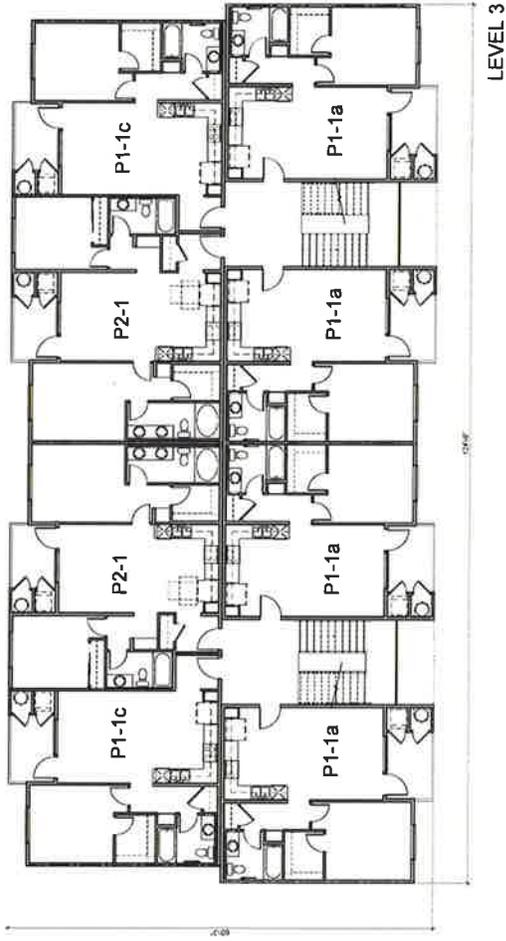
**BIDWELL POINTE**  
FOLSOM, CA # 2016-0072

**SCHEMATIC DESIGN**  
APRIL 28, 2017



**BUILDING PLANS**  
BUILDING A

**A3.0**



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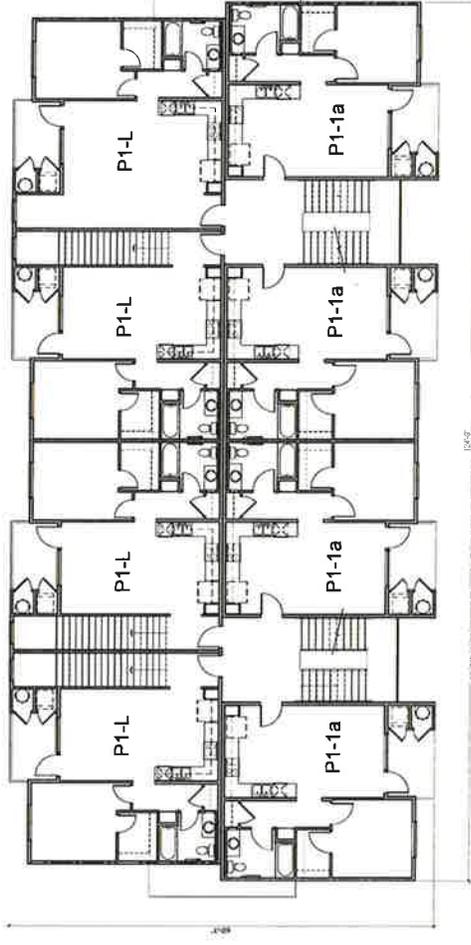
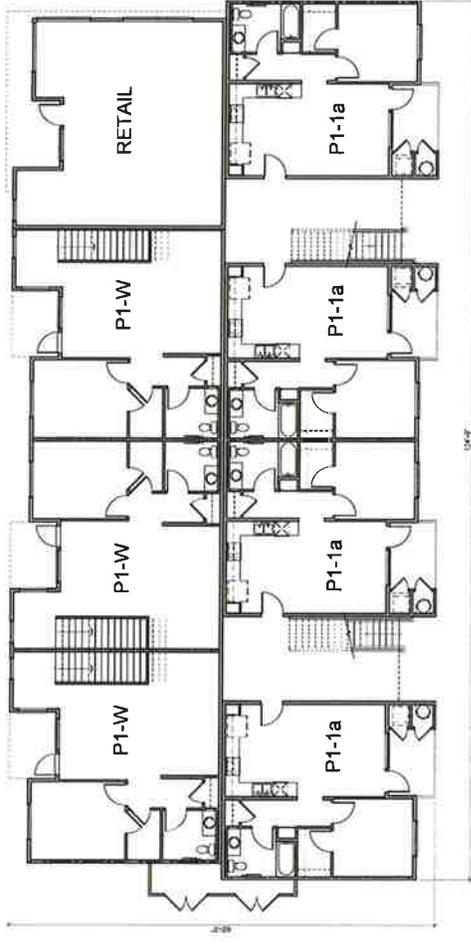
**BIDWELL POINTE**  
FOLSOM, CA # 2015-0072

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**BUILDING PLANS**  
BUILDING A

**A3.1**



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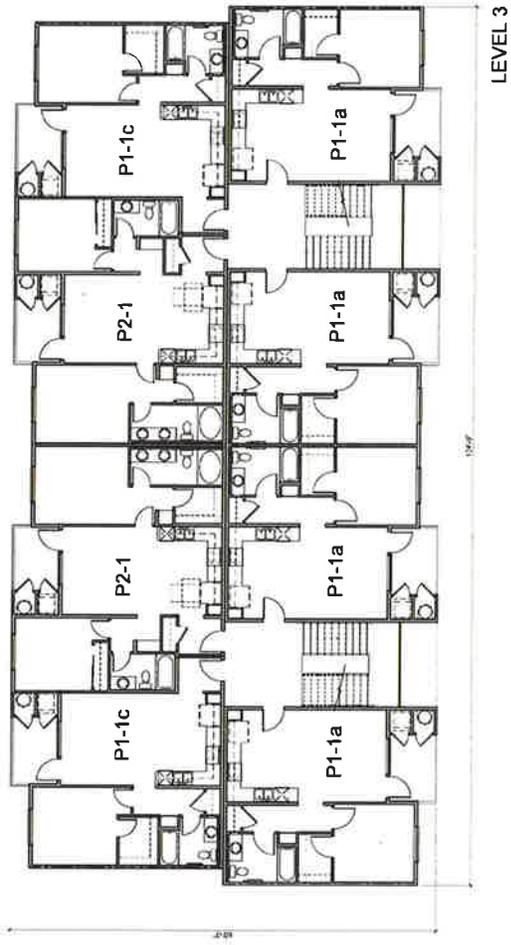
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FOLSOM, CA # 2015-0072

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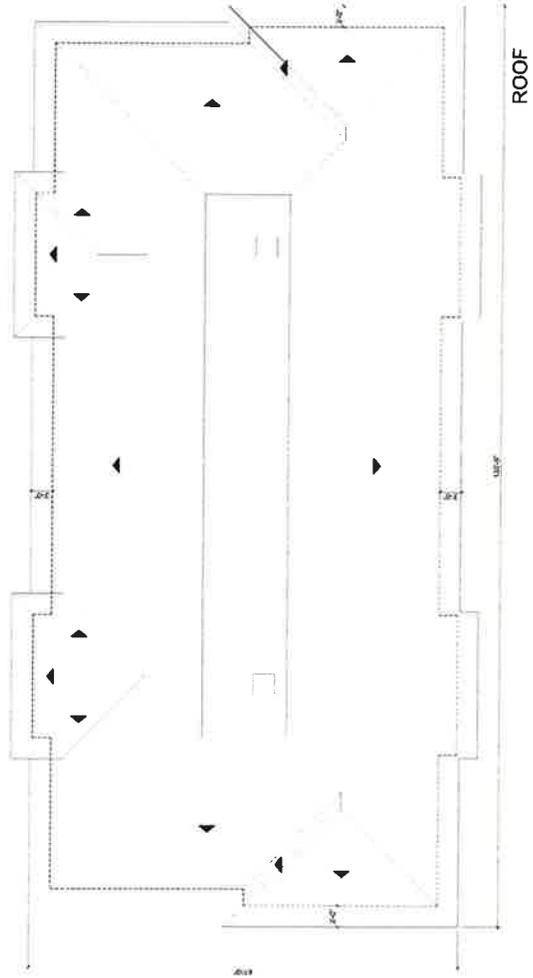


**BUILDING PLANS**  
BUILDING B

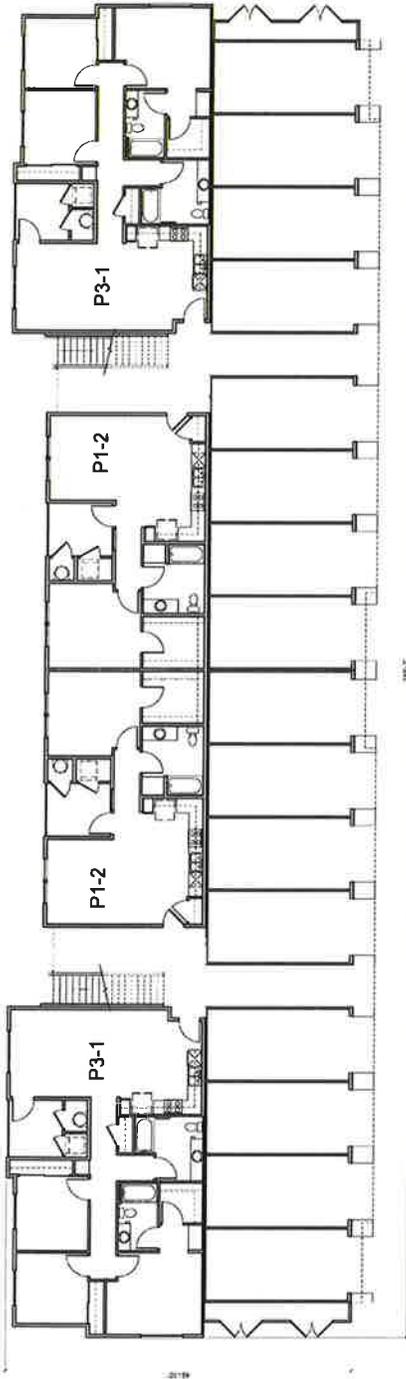
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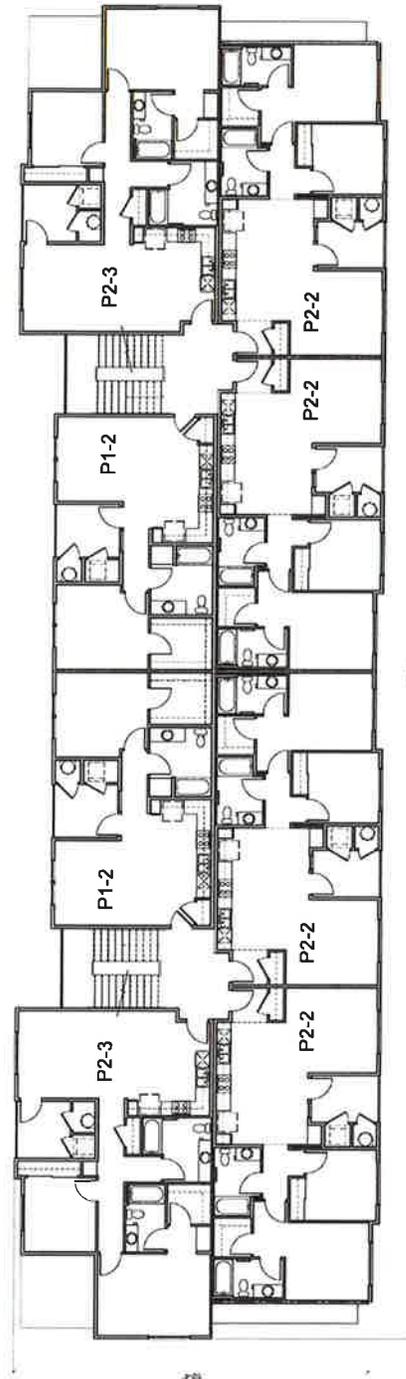
LEVEL 3



ROOF



LEVEL 1



LEVEL 2



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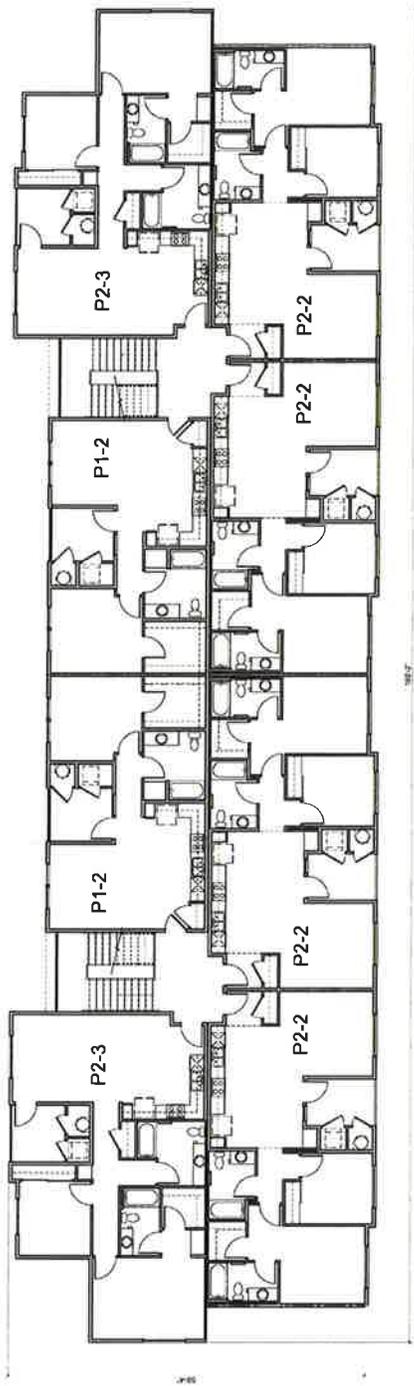
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FOLSOM, CA # 2015-0072

**SCHEMATIC DESIGN**  
APRIL 28, 2017

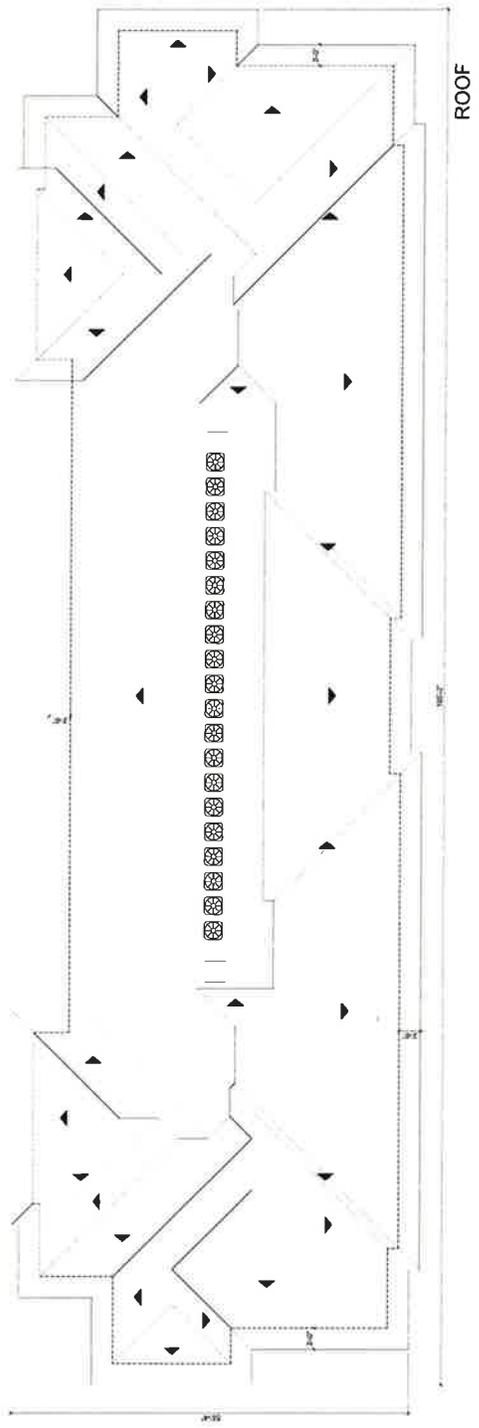


**BUILDING PLANS**  
BUILDING C

**A3.4**



LEVEL 3



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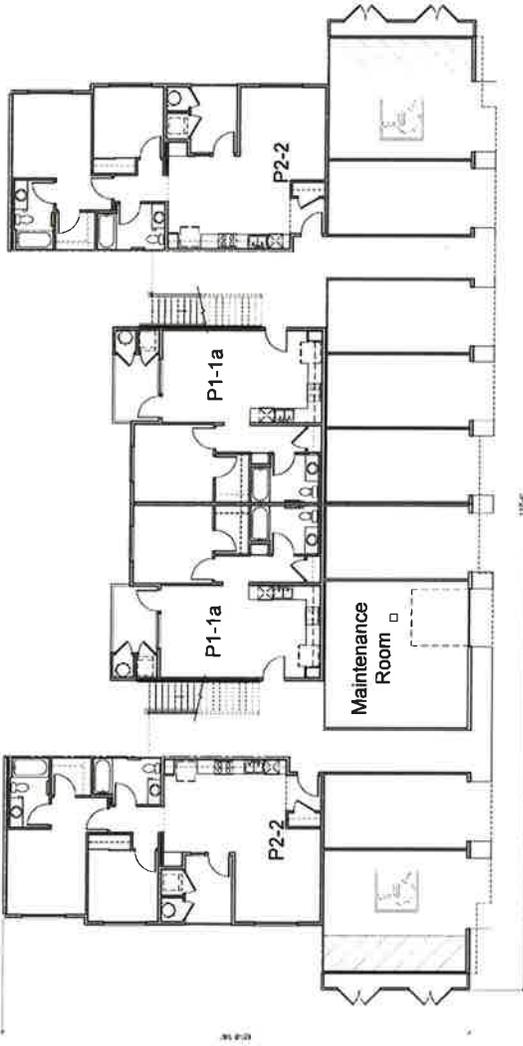
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FOLSOM, CA #2016-0072

**SCHEMATIC DESIGN**  
APRIL 28, 2017

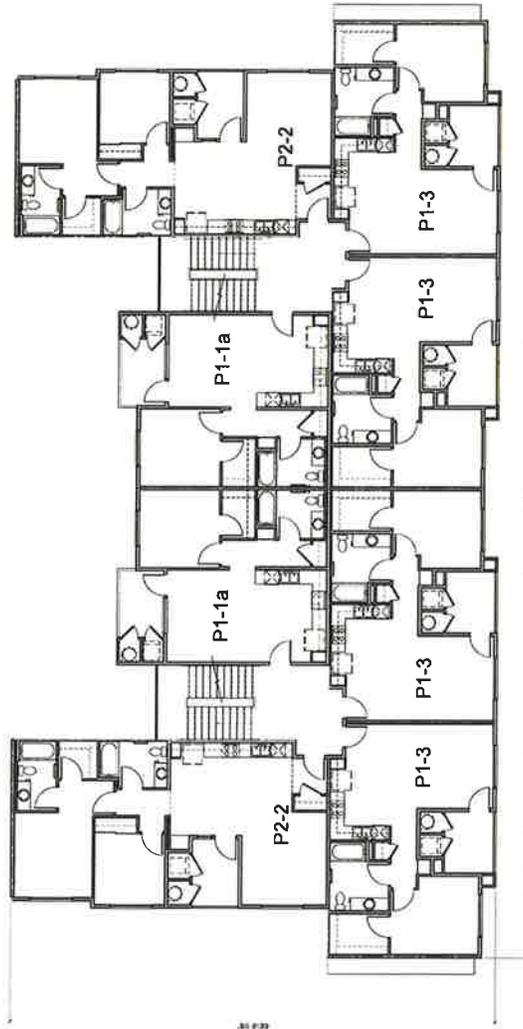


**BUILDING PLANS**  
BUILDING C

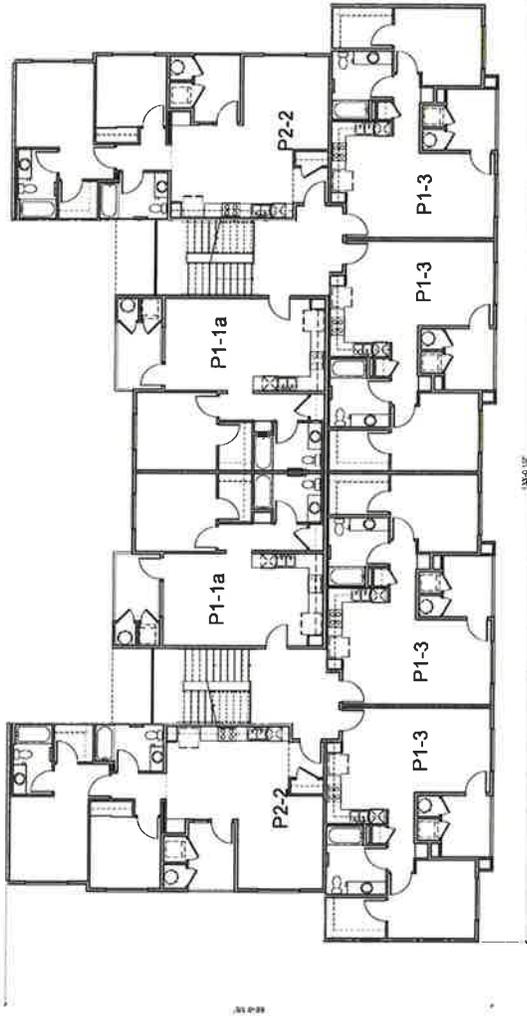
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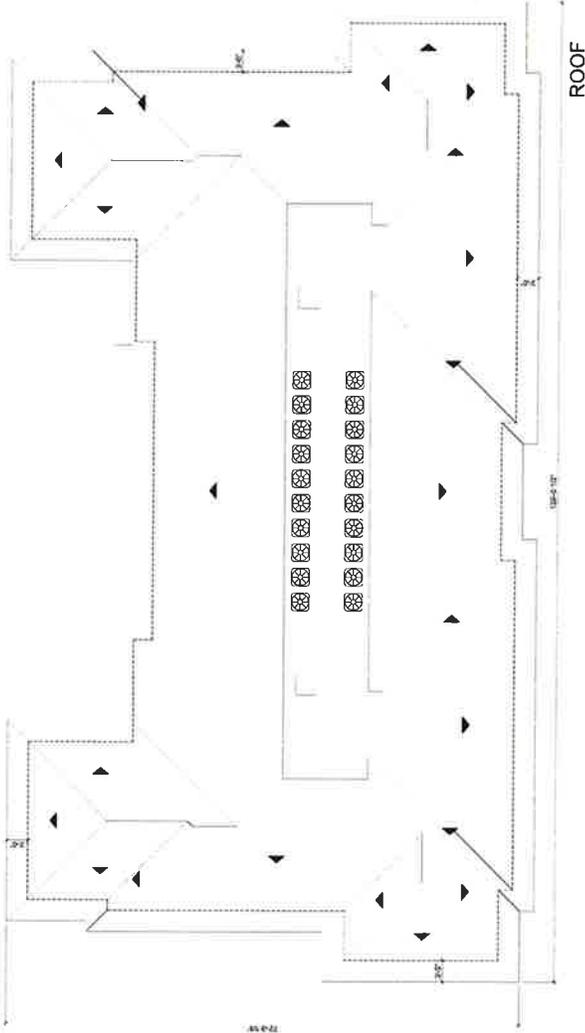
LEVEL 1



LEVEL 2



LEVEL 3



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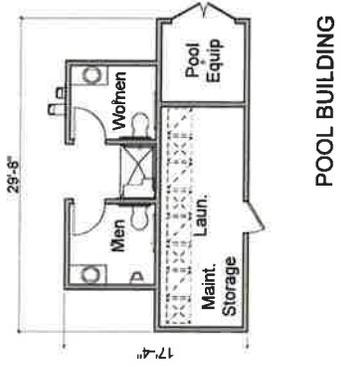
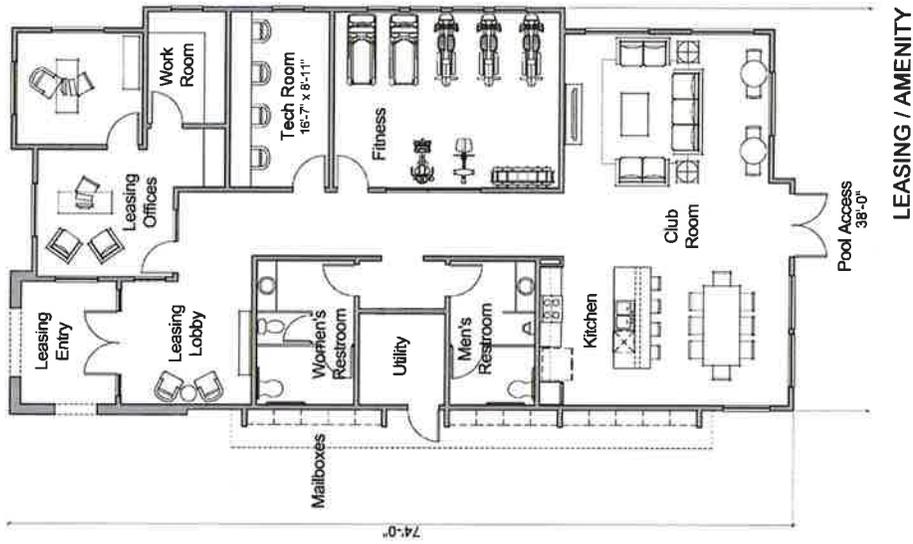
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FOLSOM, CA # 2015-0022

**SCHEMATIC DESIGN**  
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**BUILDING PLANS**  
BUILDING 3

**A3.7**

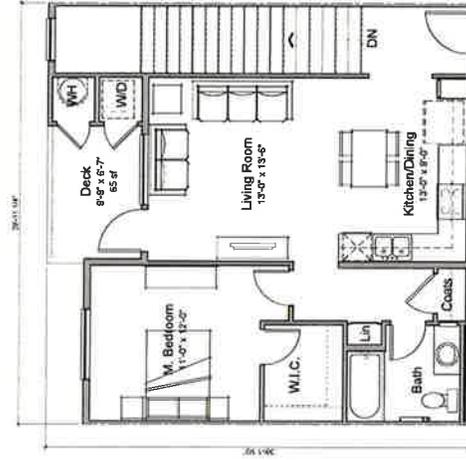


**POOL BUILDING**





Plan 1-W  
Live Work Unit  
1st Level  
1 Bedroom / 1.5 Bathroom  
675 SQ. FT.



Plan 1-L  
Live Work Unit  
2nd Level  
1 Bedroom / 1.5 Bathroom  
765 SQ. FT.



Plan 1-1a  
1 Bedroom / 1 Bathroom  
617 SQ. FT.

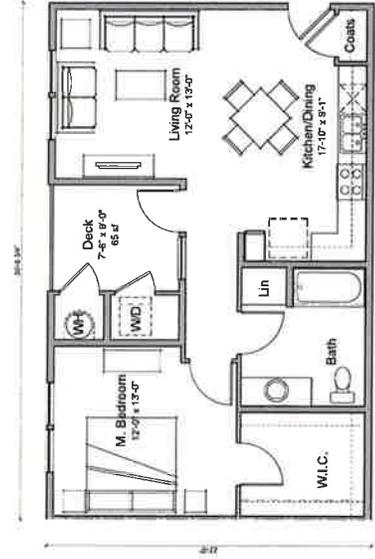


Plan 1-1c  
1 Bedroom / 1 Bathroom  
648 SQ. FT.





Plan 1-3  
1 Bedroom / 1 Bathroom  
655 SQ. FT.



Plan 1-2  
1 Bedroom / 1 Bathroom  
714 SQ. FT.



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**BIDWELL POINTE**  
POLSOM, CA # 2015-0072

**SCHEMATIC DESIGN**  
APRIL 28, 2017

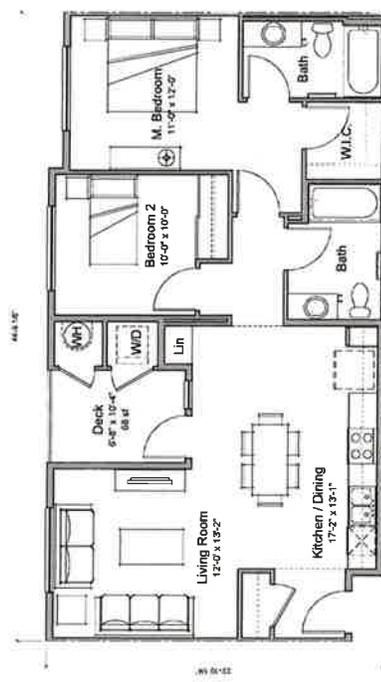


UNIT PLANS

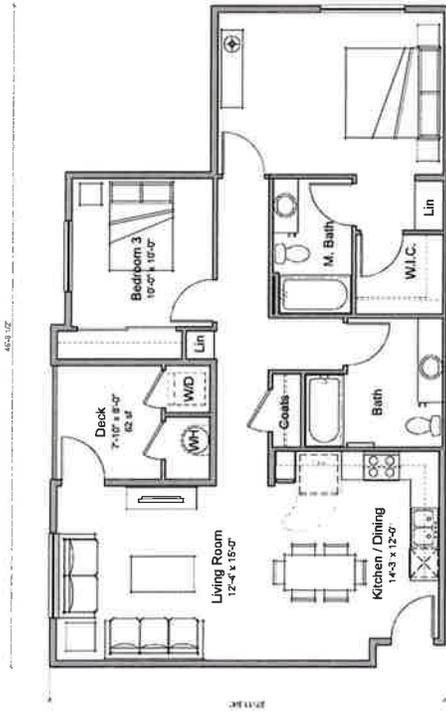
A5.2



Plan 2-1  
2 Bedroom / 2 Bathroom  
887 SQ. FT.



Plan 2-2  
2 Bedroom / 2 Bathroom  
925 SQ. FT.



Plan 2-3  
2 Bedroom / 2 Bathroom  
1028 SQ. FT.



Plan 3-1  
3 Bedroom / 2 Bathroom  
1134 SQ. FT.



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**SCHEMATIC DESIGN**  
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**UNIT PLANS**

**A5.4**

**Attachment 14**

**CEQA Exemption Letter and Special Studies  
Dated May 5, 20176**

# T|L|G Thomas Law Group

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ASHLE T. CROCKER  
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NICHOLAS S. AVDIS  
TODD W. SMITH  
Of Counsel

May 5, 2017

Steve Banks  
Principal Planner  
Community Development Department  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

RE: Folsom Bidwell Pointe Mixed-Use Infill Project

Dear Mr. Banks:

Thomas Law Group represents the Folsom Bidwell Pointe Mixed-Use Infill Project (Project) applicant, St. Anton Communities, with respect to the proposed Project. In preliminary discussions with the City of Folsom (City), City staff identified the California Environmental Quality Act (CEQA) Class 32 Infill Development Categorical Exemption (California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines), § 15332) (hereafter "Class 32 exemption") as a categorical exemption that may be applicable to the proposed Project. The City requested the applicant provide additional analysis addressing the applicability of the Class 32 exemption to the proposed Project.

We are submitting this letter to provide the requested information. As discussed further below and in the attached exhibits, substantial evidence demonstrates that the proposed Project qualifies for the Class 32 exemption and that no exceptions to the categorical exemption are applicable. For these reasons, we respectfully request that the City rely on the Class 32 exemption to comply with CEQA for the proposed Project.

## Project Summary

The proposed Project is a 140-unit multifamily development with a small commercial component on an approximately 4.2-acre project site located at 125 E. Bidwell Street. The site is located on the Southeastern corner of Riley and East Bidwell streets across from Sutter Middle School. The property is currently being used by Sutter Middle School for offsite parking and physical education classes.

The proposed Project will include 67 one-, 58 two-, and 8 three- bedroom units as well as 7 live/work units and a small commercial space (=800 SF) along the frontage of East Bidwell

Street. Of the 133 residential units in the proposed Project 10 percent (14 units) will be income-restricted for households with incomes at or below 50 percent of the Area Median Income (AMI), 65 percent (86 units) will be income-restricted for households with incomes between 50 and 60 percent of AMI, and the remaining 25 percent (33 units including one manager's unit) will be offered at market-rate rents.

The site is situated in an ideal location to promote alternative modes of transportation including walking, biking, and transit. Specifically, several bus stops are located adjacent to the project site and the Historic Folsom Light Rail Station is within a 15 minute walk. In addition, a variety of grocery stores, department stores, and restaurants are all within one mile of the project site.

**The Proposed Project Meets the Criteria for the Class 32 Exemption**

The Class 32 exemption applies to infill development projects that meet the following criteria:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

(CEQA Guidelines, § 15332.)

As demonstrated below, the proposed Project meets each of the five criteria:

- (1) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

The project site is designated Mixed-Use (MU) in the City's General Plan. The adopted General Plan does not currently include a density range for the Mixed-Use designation. However, the City is currently in the process of updating its General Plan; the current draft General Plan Updated proposes a density range consistent with the Mixed-Use Zoning Designation in the City Code (see below). The proposed Project complies with all applicable general plan policies. For example, by providing a range of housing types for a mix of income

levels, the proposed Project will assist the City in achieving Goal 8: "To allow a variety of housing types which provides living choices for Folsom residents."

The project site is also zoned Mixed-Use (MU) which allows residential densities of up to 30 dwelling units per acre with some retail along the major commercial corridor. Bidwell Pointe's proposed density is ±33 du/acre which exceeds the standard zoning maximum. However, as authorized by state law and the City Code (Section 17.23.050), St. Anton intends to utilize the State Density Bonus Law which allows (by right) up to 35% density increase for qualifying projects. In all other respects, the proposed Project is consistent with the City's zoning code. (See City Code, §§ 17.23.010-17.23.060.)

Utilization of the State Density Bonus Law to allow for an increase in residential density above the City's standard maximum does not constitute an inconsistency with the City's Zoning Code for the purposes of CEQA's Class 32 exemption. As explained in *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1349, for the purposes of qualifying for the Class 32 exemption, "in the context of a density bonus project, it is clear that the waived zoning standards are not 'applicable'" to a proposed project. As in *Wollmer*, development of proposed Project at the proposed density of ±33 du/acre does not constitute an inconsistency with the City's Zoning Code. Therefore, the proposed Project is consistent with the first requirement to utilize the Class 32 exemption.

**(2) The proposed Project occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The proposed Project is consistent with the second requirement to utilize the Class 32 exemption. The City of Folsom incorporated in 1946 and the project site is located within the city limits. Additionally, as discussed in the project summary above, the project site is approximately 4.2 acres. Finally, the term "substantially surrounded by urban uses" is not defined for the purposes of the Class 32 exemption. However, CEQA defines a "qualified urban use" as "any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses." (Pub. Resources Code, § 21072.) Additionally, in *Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego* (2006) 139 Cal.App.4th 249, 270-271 (*Banker's Hill*), the court held that a project surrounded on three sides by urban buildings and one side by a park constituted a project site "substantially surrounded by urban uses." Here, the project site is surrounded by commercial uses and public school facilities. Therefore, the project site is "substantially surrounded by urban uses."

**(3) The project site has no value as habitat for endangered, rare or threatened species.**

Barnett Environmental was retained to conduct a site visit to evaluate the potential for the project site to provide value as habitat for endangered, rare or threatened species. Barnett Environmental concluded that the site "provides little value to local wildlife and, due to its long history (since the 1970s) as a (Folsom Lake High School) baseball field and placer mine tailings before that, supports no discernable special status plants or animals." (See Exhibit A, Barnett Environmental, Bidwell Pointe Biological & Wetland Resources Preliminary Assessment (April

28, 2017).) Furthermore, the site contains “no sensitive plant communities, wetlands or ‘other waters of the U.S.’ or (Porter Cologne Act) waters of the State of California, and no wildlife of special concern...” (*Ibid.*) Thus, substantial evidence demonstrates that the proposed Project is consistent with this third requirement to utilize the Class 32 exemption because the project site has no value as habitat for endangered, rare or threatened species.

**(4) Approval of the proposed Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

St. Anton Communities retained experts to evaluate potential traffic, noise, air quality, and water quality impacts associated with the proposed Project. As discussed further below, the project would not result in any significant effects with respect to these environmental considerations. As a result, the proposed Project is consistent with this fourth requirement to utilize the Class 32 exemption.

**(a) The proposed Project will not result in any significant effects relating to traffic.**

MRO Engineers prepared a Traffic Impact Analysis for the proposed Project. (See Exhibit B, MRO Engineers, Bidwell Pointe Traffic Impact Analysis (April 7, 2017).) The traffic study evaluates weekday AM and PM peak hour traffic operation in the vicinity of the project site under five scenarios:

- Existing Conditions,
- Construction Year No Project Conditions,
- Construction Year Plus Project Conditions,
- Cumulative No Project Conditions, and
- Cumulative Plus Project Conditions.

As the basis for existing traffic volumes, MRO Engineers conducted weekday AM and PM peak-period turning movement counts at East Bidwell Street/Coloma Street and East Bidwell Street/Glenn Drive on Wednesday, March 1, 2017, a typical school day. Counts were conducted at the other four study intersections on Tuesday, March 14, 2017, which was also a typical school day. All of the counts included pedestrians and bicyclists in addition to motor vehicles.

The intersection analyses found that in both the near term (Construction Year Plus Project Conditions) and 2035 (Cumulative Plus Project Conditions), the project-related impacts are less than significant in both peak-hour periods and no off-site mitigation measures were recommended. However, MRO Engineers’ traffic study included the following recommendations:

- The existing left-turn lane serving southwest bound traffic on East Bidwell Street should be modified to meet the needs of project traffic. It should be 75-feet long.

- The existing painted median on East Bidwell Street west of the project driveway should be extended to conform to the location of the new driveway.
- No right-turn lane or taper is recommended at the driveway.
- Stop-sign control should be employed at the project driveway.

The above recommendations were not proposed to address any potentially significant environmental impacts identified in MRO Engineers report. Instead, these recommendations were provided to improve access to the proposed Project. These types of traffic improvements do not limit a lead agency's ability to utilize the Class 32 exemption. For example, in *Wollmer, supra*, the City of Berkeley relied on the Class 32 exemption for an infill project despite the fact that the developer agreed to provide for a new left turn lane. (*Id.* at p. 1353.) The petitioner argued the new left turn lane constituted a mitigation measure that prohibited the city from using the infill exemption. The court disagreed stating that "a positive effort between developers and a municipality to improve the project for the benefit of the community and address existing traffic concerns [does not] somehow becomes an evasion of CEQA." (*Ibid.*)

**(b) The proposed Project will not result in any significant effects relating to noise.**

The RCH Group prepared an Environmental Noise Assessment for the proposed Project. (See Exhibit C, RCH Group, Bidwell Pointe Environmental Noise Assessment (April 2017).) To quantify existing ambient noise levels, RCH conducted one long-term (48-hour) noise measurement at the project site and six short-term (10-minute) noise measurements at and near the project site. These noise measurements were collected during February and March of 2017. Traffic related noise generated by project traffic was modeled using intersection traffic data from MRO Engineers and the FHWA traffic model.

The Environmental Noise Assessment found that construction of the proposed Project would comply with the City of Folsom Noise Ordinance and the established construction hours therein. Operation of the proposed Project would also comply with the Folsom General Plan Noise Element standards as outdoor activity levels would be in locations with a noise environment of 60 dB Ldn/CNEL or less and interior noise levels would be 45 dB Ldn/CNEL or less. In addition, traffic-related noise from the proposed Project would result in less than a 1 dB increase on access streets (E. Bidwell Street and Riley Street) to the proposed Project. Thus, the proposed Project will not result in any significant effects relating to noise.

**(c) The proposed Project will not result in any significant effects relating to air quality.**

RCH Group prepared an Air Quality Technical Report for the proposed Project. (Exhibit D, Bidwell Pointe Air Quality Technical Report (April 2017).) Intermittent (short-term construction emissions that occur from activities, such as removal of existing pavement, site-grading, and building construction) and long-term air quality impacts related to the operation of the proposed Project were evaluated. The analysis focuses on daily emissions from these construction and operational (mobile, area, stationary, and fugitive sources) activities. The

CalREMmod (California Emissions Estimator Model Version 2016.3.1) land use emissions model was used to estimate construction emissions due to demolition and construction activities and operations.

The model results show that the construction and operational emissions of the proposed Project would be far below the air quality significance thresholds adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD). Thus, the proposed Project will not result in any significant effects relating to air quality.

Additionally, while – as the California Supreme Court recently held – “CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents” (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 377), RCH also considered whether proximity to the existing Shell gasoline fueling station would present a health risk to future residents and users of the proposed Project. (See Exhibit E, RCH Group, Review of Folsom Bidwell Pointe Mixed-Use Infill Project Potential Air Quality Health Risk from Proximity of Residents to the Shell Gasoline Station (April 26, 2017); see also *East Sacramento Partnerships for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281, 296-297 [rejecting petitioners’ CEQA challenge concerning health risks associated with locating a residential project in an area with increased cancer risk due to proximity to a freeway, railroad tracks, and a former landfill].) As demonstrated in RCH’s memorandum, the distance between the proposed Project and the fueling station exceeds the 50 foot separation recommended by the CARB Land Use Handbook, and the gasoline station operation would not represent a significant health risk to future residents and users of the project site.

**(d) The proposed Project will not result in any significant effects relating to water quality.**

RCH reviewed the potential for the proposed Project to have water quality impacts. (See Exhibit F, RCH Group, Bidwell Pointe Water Quality Assessment (April 2017).) This included review of the Preliminary Stormwater Control Plan for the proposed Project, prepared by TLA Engineering and Planning (February 2017). TLA indicated that the site is relatively small, slopes will not be severe, the soils are uniform across the site, and the surrounding drainage system is already in-place. The only challenge to draining the site is the flat nature of the site. TLA has designed the stormwater management plan in accordance with the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (SWQDN), dated May 2007. Additionally, the current plan for the proposed Project includes bioretention type basins and vegetative swales to treat the stormwater on-site.

The proposed Project would also be subject to the National Pollutant Discharge Elimination System (NPDES) and would be required to obtain a General Permit and prepare a Stormwater Pollution Prevention Plan (SWPPP). The proposed Project would comply with post construction standards in the NPDES Municipal Storm Water Permit guidelines and would comply with the City of Folsom Municipal Code sections pertaining to water quality. For these reasons, the proposed Project will not result in any significant effects relating to water quality.

**(5) The site can be adequately served by all required utilities and public services.**

St. Anton Communities has received will-serve letters from the Sacramento Municipal Utility District (SMUD) (Exhibit G) and Pacific Gas and Electric (PG&E) (Exhibit H). St. Anton Communities has also had preliminary conversations with the City and applicable utilities to confirm the site is adequately served by all required utilities and public services. No utility or public service concerns have been identified. It is also our understanding that, as part of the project application process, the City will request comments from all applicable City departments and utilities to confirm capacity is available to serve the project. This process will provide further substantial evidence supporting the conclusion that the site can be adequately served by all required utilities and public services. Nothing further is necessary to demonstrate the proposed Project is consistent with this final requirement to utilize the Class 32 exemption.

**No Exceptions to the Class 32 Exemption Apply to the Proposed Project**

As demonstrated above, the proposed Project meets all applicable criteria to utilize the Class 32 exemption. However, even where a project qualifies for a categorical exemption, the lead agency may not rely on it if any of the exceptions to the categorical exemptions set forth in CEQA Guidelines section 15300.2 apply. Specifically, the exceptions prohibit use of categorical exemptions under the following circumstances:

- (a) for certain classes of projects (Classes 3, 4, 5, 6 and 11) due to location where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law;
- (b) when the cumulative impact of successive projects of the same type in the same place, over time, is significant;
- (c) where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances;
- (d) where the project may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway;
- (e) where the project is located on a state designated hazardous waste site; and
- (f) where the project may cause a substantial adverse change in the significance of a historical resource.

As demonstrated below, none of the above exceptions apply to the proposed Project.

**(1) Section 15300.2(a) is not applicable to the Class 32 exemption.**

Section 15300.2(a) does not apply to the Class 32 exemption. Therefore, this exception is not applicable. Nevertheless, as discussed above and in the attached exhibits, the area surrounding the project site is largely built-out with commercial and public facility uses and is not considered environmentally sensitive. Therefore, the proposed Project does not have the potential to impact any environmental resources of hazardous or critical concern that are designated, precisely mapped, and officially adopted pursuant to law.

**(2) Development of the proposed Project will not result in any significant cumulative environmental impacts.**

As discussed above, the proposed Project is relatively modest in size and the proposal is consistent with all applicable development standards established by the City and the California Density Bonus Law. Furthermore, because of the developed urban nature of the project site and surrounding area, limited opportunities are available for similar mixed-use development in the immediate vicinity of the project site. While other property owners may propose to develop the few remaining vacant parcels in the project area or redevelop properties in the area in the future, the timing, number, and size of such projects will necessarily be limited by the existing built-out urban nature of the area. For these reasons, the proposed Project does not have the potential to result in significant cumulative impacts taking into consideration other potential projects in the same area, over time.

**(3) No unusual circumstances are caused by or associated with the proposed Project.**

As explained in *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086 (*Berkeley Hillside*), a two-part test applies to determine whether an unusual circumstance is present that excludes use of a categorical exemption. (*Id.* at p. 1115.) This two-part test requires the lead agency to first consider “whether there are ‘unusual circumstances’...” (*Id.* at p. 1114.) “Whether a particular project presents circumstances that are unusual for projects in an exempt class is an essentially factual inquiry, founded on the application of the fact-finding tribunal’s experience with the mainsprings of human conduct.” (*Ibid.* (internal citations omitted).) This inquiry is subject to the substantial evidence standard of review, which means that all evidentiary conflicts must be resolved “in the agency’s favor and ... all legitimate and reasonable inferences [must be made] to uphold the agency’s finding.” (*Ibid.*) Second, if a lead agency finds an unusual circumstance exists, the lead agency next asks if “there is a reasonable possibility [of] a significant effect on the environment due to unusual circumstances.” (*Id.* at p. 1115, quoting CEQA Guidelines, § 15300.2, subd. (c).) If this second inquiry is necessary, the lead agency applies the “fair argument” standard of review to determine whether the project may have a significant impact on the environment. (*Ibid.*)

In establishing this bifurcated test, the Court emphasized that “circumstances do not become unusual merely because a fair argument can be made that they might have a significant

effect.” (*Berkeley Hillside, supra*, 60 Cal.4th at p. 1115 (italics added).) For environmental impacts to constitute an unusual circumstance, the lead agency must determine based on substantial evidence that “the project will have a significant environmental effect.” (*Id.* at p. 1105 (italics added).)

Unusual circumstances may exist where a “project has some characteristic or feature that distinguishes it from others in the exempt class, such as its size or location.” (*Walters v. City of Redondo Beach* (2016) 1 Cal.App.5th 809, 821 (*Walters*).) In determining whether unusual circumstances exist, an “apples-to-apples comparison” should be used to consider whether the project is distinguishable from other similar projects subject to the exemption. (See *Citizens for Environmental Responsibility v. State ex rel. 14th Dist. Ag. Assn.* (2015) 242 Cal.App.4th 555, 577 [holding that a fair rodeo must be compared to other similar activities on a fair ground and not to other unrelated public facilities]; see also *Wollmer, supra*, 193 Cal.App.4th at p. 1351 [rejecting petitioner’s argument that locating an infill project on the intersection of two major streets constituted an “unusual circumstance” because that is “well within the range of characteristics one would expect for class 32 projects and precisely what the law encourages”].) Here, as in *Wollmer*, nothing is unusual about the project as compared to other multifamily and mixed-use projects within the City.

Furthermore, to apply to a proposed Project, the unusual circumstance exception “require[s] findings of both unusual circumstances and a potentially significant effect.” (*Berkeley Hillside, supra*, 202 Cal.App.3d at p. 1115 (original emphasis).) As no unusual circumstances are present, the City is not required to analyze the second prong further. Nevertheless, this letter and the supporting exhibits also demonstrate that the proposed Project does not have the potential to result in any significant environmental impacts. For these reasons, the unusual circumstances exception is not applicable to the proposed Project.

**(4) The proposed Project is not located adjacent to or visible from a scenic highway.**

Section 15300.2(d) does not apply to the project site as the site is not located adjacent to or visible from a designated scenic highway. Thus, the project will not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

**(5) The proposed Project is not located on a hazardous waste site.**

Section 15300.2(e) does not apply because the project site is not a state-designated hazardous waste site.

**(6) No historical resources are located on, or adjacent to, the project site.**

No historical resources are located on or in close proximity to the project site. Therefore, the proposed Project does not have the potential to cause a substantial adverse change in the significance of any historical resource.

**Conclusion**

As demonstrated above, the proposed Project qualifies for the Class 32 exemption and no exceptions to the categorical exemptions prohibit the City from relying on the Class 32 exemption for the proposed Project. Therefore, St. Anton Communities respectfully requests that the City rely on the Class 32 exemption to comply with CEQA for the proposed Project.

Please let us know if you have any questions regarding this letter or the attached exhibits.

Thank you,

THOMAS LAW GROUP



Christopher J. Butcher  
Counsel for St. Anton Communities

**Attachments:**

Exhibit A – Barnett Environmental, Bidwell Pointe Biological & Wetland Resources Preliminary Assessment (April 28, 2017)

Exhibit B – MRO Engineers, Bidwell Pointe Traffic Impact Analysis (April 7, 2017)

Exhibit C – RCH Group, Bidwell Pointe Environmental Noise Assessment (April 2017)

Exhibit D – Bidwell Pointe Air Quality Technical Report (April 2017)

Exhibit E – RCH Group, Review of Folsom Bidwell Pointe Mixed-Use Infill Project Potential Air Quality Health Risk from Proximity of Residents to the Shell Gasoline Station (April 26, 2017)

Exhibit F – RCH Group, Bidwell Pointe Water Quality Assessment (April 2017)

Exhibit G – SMUD Will-Serve Letter (April 28, 2017)

Exhibit H – PG&E Will-Serve Letter (April 3, 2017)

# EXHIBIT A



Environmental Consulting,  
Regulatory Compliance and  
Aerial Photographic Services

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April 28, 2017

St Anton Communities  
1801 I Street, Suite 200  
Sacramento, CA 95811

**VIA EMAIL**

ATTN: **Ardie Zahedani**  
[az@antoncap.com](mailto:az@antoncap.com)

**Subject: Bidwell Pointe @ 945 Riley St. (APN 071-0190-094) in Folsom CA 95630  
Biological & Wetland Resources Preliminary Assessment**

Dear Ardie,

This letter responds to your request to examine the 4.16-acre parcel at **945 Riley St. (APN 071-0190-094) in Folsom CA 95630 (Figure 1)** for development concerns related to potential biological and/or wetland resources of concern.

The site itself is generally unremarkable in terms of natural resources – it provides little value to local wildlife and, due to its long history (since the 1970s) as a (Folsom Lake High School) baseball field and placer mine tailings before that, supports no discernable special status plants or animals. The majority of the property supports a landscaped baseball field with landscape trees along its SE and NW border, while the remainder of the parcel is a parking lot. There are no sensitive plant communities, wetlands or “other waters of the U.S.” or (Porter Cologne Act) waters of the State of California, and no wildlife of special concern, apart from an occasional jackrabbit or foraging songbird, pigeon, crow and/or bluejay.

Figure 2 shows the location of special status species observations in the project vicinity while Table 1 summarizes these observations. Specifically, the project area contains no elderberry bushes that could support longhorn beetles and no native habitat to support valley needlegrass, Boggs Lake hedge hyssop, vernal pool crustaceans, spadefoot toads, pond turtles, pallid or silver-haired bats, or great blue herons.

There are seven (7), large mayten (*Maytenus boaria*) trees along the parcel's southwestern boundary that have little value to wildlife, as well as a single redwood (*Sequoia sempervirens*) and gray pine (*Pinus sabiniana*) separating the ball field and parking lot on the NE side (Figure 3). None of these trees provide optimal nesting habitat for local raptors or migratory birds and have little wildlife value.

I saw no evidence of ground squirrel or rabbit burrows that could be occupied by burrowing owls and because the site is  $\leq 5$  acres, it has no appreciable foraging habitat value for Swainson's hawks or other raptors, according to the CDFW November 1994 Swainson's hawk Staff Report upon which all foraging habitat mitigation in California has been based since the report's adoption.

Specifically, page 13 (Exceptions) of this report states “Staff does not recommend requiring mitigation pursuant to CEQA nor a Management Authorization by the Department for infill (within an already urbanized area) projects in areas which have less than 5 acres of foraging habitat and are surrounded by existing urban development, unless the project area is within ¼ mile of an active nest tree.” A 2006 agreement between the California Department of Fish & Wildlife and Sacramento County reduced Swainson's hawk mitigation requirements and foraging values within urban (i.e. infill) environments in the County. Consequently, no mitigation for Swainson's hawk foraging habitat would be necessary with development of this project.

I therefore see no resource issues to constrain developing this parcel. There are no plant or wildlife species of concern or any wetlands or "other waters of the U.S." or State that would be adversely affected by the proposed project.

I hope this provides you the information you need to make your CEQA determination, but please do not hesitate to call me with any questions or to further discuss.

Sincerely,

A handwritten signature in cursive script that reads "Bruce D. Barnett". The signature is written in black ink and is positioned above the printed name.

Bruce D. Barnett, Ph.D.

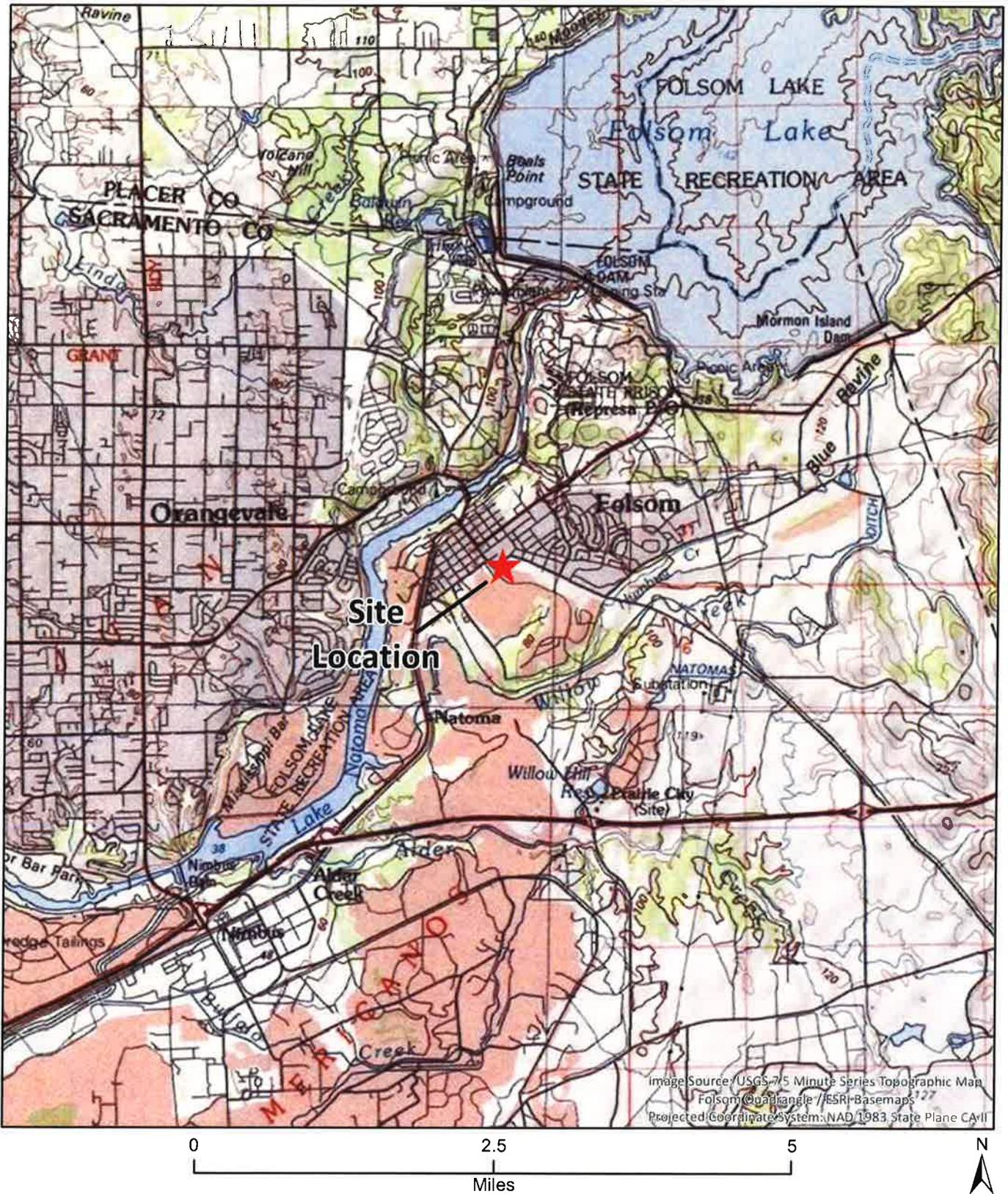
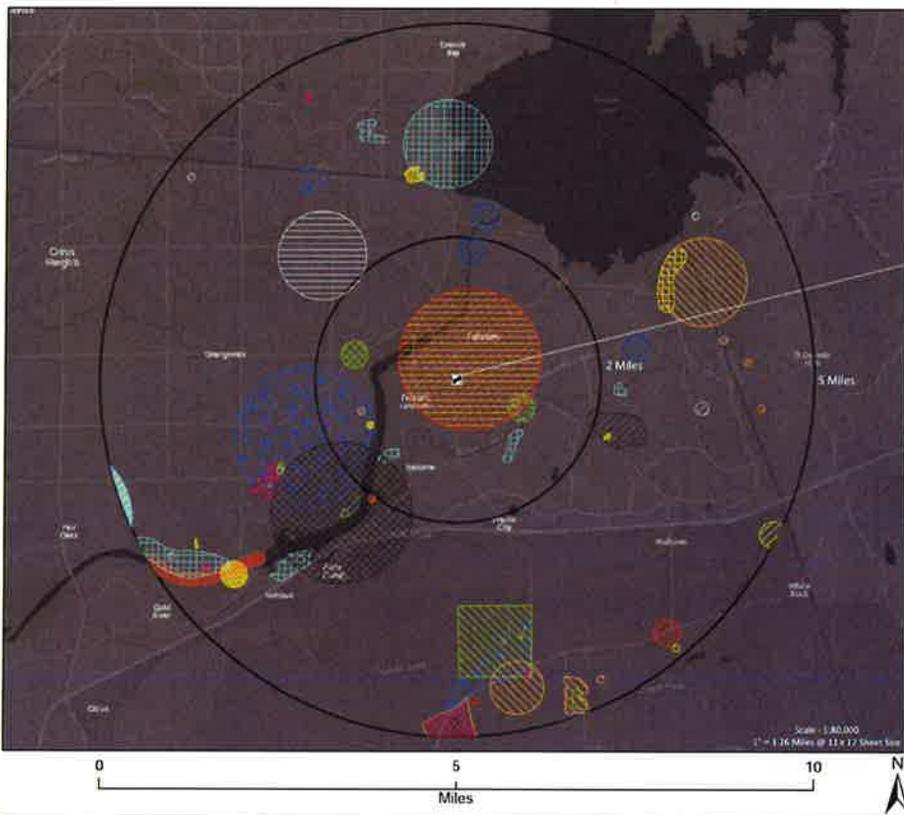
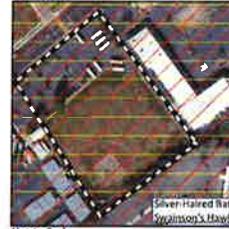


Figure 1: Vicinity Map  
 Bidwell Pointe (945 Riley St), Folsom, CA





Detail Map



Not to Scale

Vicinity Map



Not to Scale

**Legend**

American Badger	Great Blue Heron
Boggs Lake Hedge-Hyssop	Great Egret
Brandege's Clarkia	Marlin
California Linderella	Pallid Bat
Cooper's Hawk	Pin cushion Nivareta
Northern Hardpan Vernal Pool	Silver-Haired Bat
Ricksecker's Water Scavenger Beetle	Steelhead - Central Valley DPS
Sacramento Ocot Grass	Tricolored Blackbird
Swenson's Hawk	Valley Elderberry Longhorn Beetle
Valley Noddinggrass Grassland	Vernal Pool Fatly Shrimp
An Antrend Bee	Vernal Pool Tadpole Shrimp
Bald Eagle	Western Pond Turtle
Burrowing Owl	Western Spadefoot
Double-Crested Cormorant	White-Tailed Kite
Dwarf Downings	Study Area
Golden Eagle	

Figure 2: CNDDB Occurrences in the Project Vicinity  
Bidwell Pointe (945 Riley St), Folsom, CA

Data Source: CDFW Rarefind S  
Image Source: ESRI Basemaps  
Projected Coordinate System: NAD 1983 State Plane CA II





Figure 3: Aerial View  
Bidwell Pointe (945 Riley St), Folsom, CA



# EXHIBIT B



**Draft**  
**Traffic Impact Analysis**

**Bidwell Pointe**  
**Folsom, California**

*Prepared For*

**RCH Group**  
**&**  
**City of Folsom**  
**Community Development Department**

**April 7, 2017**

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## **EXECUTIVE SUMMARY**

This report addresses the traffic impacts associated with the proposed Bidwell Pointe project, which will provide 140 multi-family residential units, 800 square feet (SF) of commercial space, and 208 parking spaces. Of the 140 apartment units, 75 percent (105 dwelling units) will be income-restricted, affordable units and the remaining 25 percent (35 dwelling units) will be typical market-rate units. In addition, seven of the residential units will be “live-work” units, which will allow tenants to conduct business from home. The proposed project would be located on the south side of East Bidwell Street, east of Riley Street. Vehicular access to and from the proposed project would be via a single full-access location on East Bidwell Street.

The study evaluates weekday AM and PM peak hour traffic operations in the vicinity of the project site under the following scenarios:

- Existing Conditions,
- Construction Year No Project Conditions,
- Construction Year Plus Project Conditions,
- Cumulative No Project Conditions, and
- Cumulative Plus Project Conditions.

Impacts of the project were evaluated at six key intersections in the immediate vicinity of the project site. In addition, the project’s proposed access driveway was evaluated with respect to its ability to serve the proposed project safely and effectively.

### ***Existing Conditions***

- The four signal-controlled study intersections operate at LOS C in the weekday AM peak hour. The two STOP-sign-controlled intersections, however, fall short of meeting the City’s level of service policy.
- In the PM peak hour, the four signal-controlled locations again operate at an acceptable LOS C, while the two STOP-sign-controlled intersections have unacceptable levels of service.
- Riley Street/Bidwell Street meets the minimum requirements of the “Peak Hour” signal warrant, but traffic signal installation is not recommended, in part because it is too close to other signal-controlled intersections and also because of potential issues related to safety, traffic operations, and potential environmental impacts.

### ***Construction Year No Project Conditions***

- The traffic associated with 35 previously-approved and reasonably foreseeable developments was included in the evaluation of traffic operations under Construction Year No Project conditions. Those projects will generate over 6,000 AM peak hour trips and about 8,460 PM peak hour trips.
- In addition, a growth factor of three percent was applied to the existing traffic volumes.

- The Folsom-Cordova Unified School District is undertaking a set of projects at Sutter Middle School that will modify the intersection of East Bidwell Street/Coloma Street to include a fourth (north) leg and a traffic signal.
- In the AM peak hour, five of the six study intersections are expected to operate at LOS C, which conforms to the City's level of service policy. The intersection of Riley Street/Bidwell Street is projected to operate at LOS E (due to delays associated with a small number of eastbound left turns), as it does under Existing Conditions.
- In the PM peak hour, the study intersection of Riley Street/Bidwell Street will operate at LOS F under this analysis scenario (again because of delays to a small number of eastbound left turns); it was at LOS E under Existing Conditions. The other study locations will be at LOS B or C, which conforms to the City's level of service policy.
- Riley Street/Bidwell Street meets the minimum requirements for installation of a traffic signal under the "Peak Hour" signal warrant, but installation of a traffic signal at this location is not recommended for the same reasons cited earlier.

***Construction Year Plus Project Conditions***

- The proposed project is expected to generate 79 AM peak-hour trips (21 inbound and 58 outbound), 97 PM peak-hour trips (58 inbound and 39 outbound), and 1,020 daily trips.
- In the AM peak hour, addition of the project-generated traffic will cause relatively small changes in the estimated delay at the study intersections, and no change in level of service is projected. Six locations (including the project access driveway intersection) will operate at an acceptable LOS C. Riley Street/Bidwell Street will operate at LOS E, with a project-related increase in average vehicular delay of 1.0 second/vehicle, compared to the City's significance criterion of 5.0 seconds/vehicle.
- No change in level of service is projected at the study intersections in the PM peak hour. The Riley Street/Bidwell Street intersection is projected to be LOS F, but the project-related delay increase is less than the City's significance criterion.
- The project's traffic impacts are less than significant in both peak-hour periods and no off-site mitigation measures are recommended.
- The intersection of Riley Street/Bidwell Street meets the minimum signal warrant requirements, but installation of a traffic signal is not recommended for the same reasons cited earlier, primarily related to signal spacing, safety, queuing, emissions, and noise concerns.
- The East Bidwell Street/Project Driveway intersection does not have enough traffic to warrant installation of a signal.

***Cumulative No Project Conditions***

- The cumulative conditions analysis reflects the level of development anticipated in the City of Folsom and throughout the Sacramento region through the year 2035. The traffic volume projections employed in this analysis are based on information presented in the environmental documentation for the Folsom Sphere of Influence (south of U.S. Highway 50) annexation.

- The following major transportation system improvements are reflected in the future year traffic forecasts used in this analysis:
  - Construction of a new interchange at U.S. Highway 50/Oak Avenue Parkway,
  - Construction of the U.S. Highway 50/Empire Ranch Road interchange,
- In addition, the traffic projections reflect completion of all roadway system improvements within the Folsom Plan Area Specific Plan, as well as the regional transportation system improvements identified in the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy.
- Three study intersections are projected to operate at LOS C, thereby conforming to the City of Folsom level of service policy. Two study intersections are projected to operate at LOS D (Riley Street/Natoma Street and Riley Street/East Bidwell Street), while Riley Street/Bidwell Street will be at LOS F.
- In the PM peak hour, East Bidwell Street/Coloma Street (LOS C) is the only study intersection projected to conform to the City’s LOS C policy. Four study locations are projected to be at LOS D and one location (Riley Street/Bidwell Street) will be at LOS F.
- The intersection of Riley Street/Bidwell Street is projected to have sufficient traffic to meet the minimum requirements for installation of a traffic signal under the “Peak Hour” signal warrant, but installation of a traffic signal at this location is not recommended due to considerations related to signal spacing, safety, queuing, emissions, and noise.

***Cumulative + Project Conditions***

- With addition of the project traffic, no change in level of service is projected at any of the study intersections in the AM peak hour, and the incremental increases in delay attributable to project-generated traffic will be relatively small. Three of the study intersections (plus the project access intersection) will conform to the City’s LOS C policy.
- In the weekday PM peak hour, the project would result in less-than-significant increases in delay at the study intersections. East Bidwell Street/Coloma Street and East Bidwell Street/Project Driveway will operate at acceptable levels of service (LOS C).
- The project-related impact is less than significant, and no mitigation measures are recommended.
- Although the intersection of Riley Street/Bidwell Street is projected to have sufficient traffic to meet the minimum requirements for installation of a traffic signal, installation of a traffic signal is not recommended due to the considerations described previously.

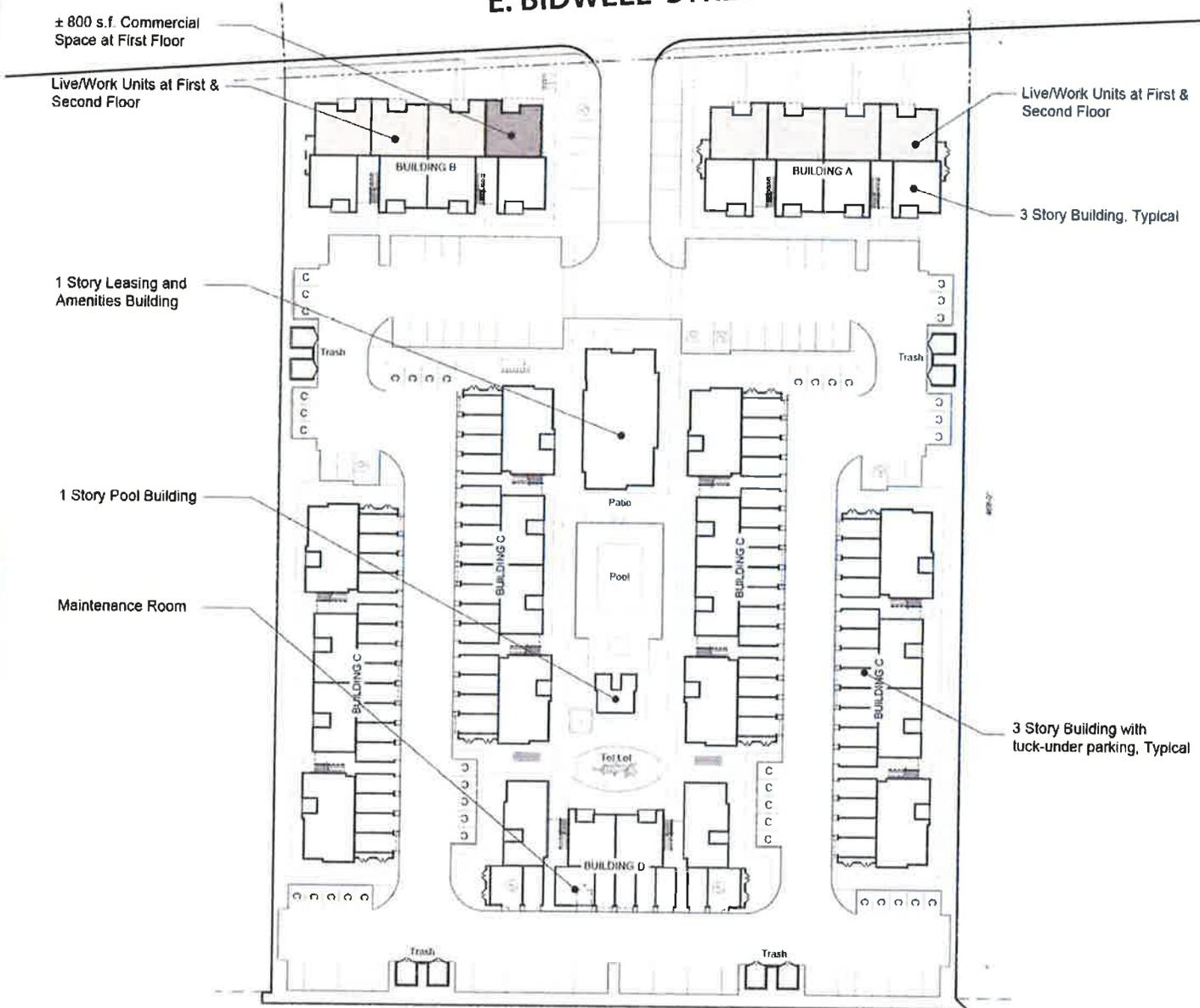
***Project Access and Circulation Analysis***

- A single full-access driveway is proposed to serve the project. It will be located about 470 feet east of Riley Street.
- Key findings and recommendations resulting from the access analysis include:
  - The proposed driveway spacing conforms to City of Folsom practice.
  - No turn restrictions are necessary at the proposed project driveway on East Bidwell Street (i.e., full access is appropriate).

- The existing left-turn lane serving southwest bound traffic on East Bidwell Street should be modified to meet the needs of project traffic. It should be 75-feet long.
- The existing painted median on East Bidwell Street west of the project driveway should be extended to conform to the location of the new driveway.
- No right-turn lane or taper is recommended at the driveway.
- The project driveway will have adequate sight distance for entering and exiting drivers, although care must be taken to avoid blocking sight lines on either side of the driveway.
- STOP-sign control should be employed at the project driveway.
- The site plan provides adequate throat depth at the driveway.
- These findings and recommendations are illustrated on Figure ES-1.
- In accordance with the City's *Design Guidelines for Multi-Family Development*, the project should provide one bicycle parking space for every five units (i.e., 28 spaces). The bicycle parking should be distributed evenly around the project site.

- Full access (all turn movements OK)
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK  
(Use only low-growing landscape material at driveway)
- Adequate throat depth

## E. BIDWELL STREET



## **INTRODUCTION**

This report addresses the traffic impacts associated with the Bidwell Pointe residential project in Folsom, California. The proposed project would be located on the south side of East Bidwell Street, east of Riley Street. Figure 1 illustrates the location of the proposed project.

As directed by City of Folsom staff, this study analyzed traffic operations under the following five scenarios:

- Existing Conditions,
- Construction Year No Project Conditions,
- Construction Year Plus Project Conditions,
- Cumulative No Project Conditions, and
- Cumulative Plus Project Conditions.

### ***Project Description***

Bidwell Pointe is a proposed mixed-use, mixed-income project, which will provide 140 multi-family residential units, 800 square feet (SF) of commercial space, and 208 parking spaces. Of the 140 apartment units, 75 percent (105 dwelling units) will be income-restricted, affordable units and the remaining 25 percent (35 dwelling units) will be typical market-rate units. In addition, seven of the residential units will be “live-work” units, which will allow tenants to conduct business from home. Other proposed amenities of the project include a business center, a fitness center, a swimming pool, a tot lot, and a community room with a fully-equipped communal kitchen. It would be located on a 4.15-acre parcel at 125 East Bidwell Street. The project site plan is presented as Figure 2.

The project is proposed as a “transit oriented development” (TOD), which will benefit from proximity to the Historic Folsom Light Rail Station. It will also have a pedestrian focus, given its walking-distance proximity to a variety of grocery stores, retail shops, and restaurants.

Vehicular access would be provided by a full-access driveway on East Bidwell Street, at the approximate mid-point of the project site.

### ***Study Area***

The potential off-site impacts of the proposed project were evaluated at the following intersections:

- Riley Street/Natoma Street,
- Riley Street/Bidwell Street,
- Riley Street/East Bidwell Street,
- Riley Street/Glenn Drive,
- East Bidwell Street/Coloma Street, and
- East Bidwell Street/Glenn Drive.

The access system serving the proposed project was also evaluated in detail, particularly with respect to its ability to serve the proposed project safely and effectively.




**Study Intersection**

  
 NOT TO SCALE

**MRO**  
 ENGINEERS, INC.  
 600 Auburn Folsom Rd.  
 Suite 201B  
 Auburn, CA 95603  
 Phone (916) 783-3838  
 www.mroengineers.com

**PROJECT LOCATION**

**FIGURE 1**

E. BIDWELL STREET

± 800 s.f. Commercial Space at First Floor

Live/Work Units at First & Second Floor

Live/Work Units at First & Second Floor

3 Story Building, Typical

1 Story Leasing and Amenities Building

1 Story Pool Building

Maintenance Room

3 Story Building with tuck-under parking, Typical



***Analysis Methodology***

In accordance with the analysis procedures generally accepted in the City of Folsom, the following techniques were employed in conducting this study.

***Intersection Operations***

Intersection operations are typically described in terms of level of service (LOS), which is reported on a scale from LOS A (representing free-flow conditions) to LOS F (which represents substantial congestion and delay). The level of service designations are based on a quantitative calculation of vehicular delay at the intersection. The specific approach to estimating delay is based on procedures documented in the *Highway Capacity Manual 2010* (Transportation Research Board, Fifth Edition, December 2010).

***Signalized Intersections***

With one exception, the signalized study intersections were analyzed using the “operational analysis” methodology presented in Chapter 18 of the *Highway Capacity Manual 2010 (HCM 2010)*. This methodology determines signalized intersection level of service by comparing the “average control delay per vehicle” to the thresholds shown in Table 1. Control delay represents the delay directly associated with the traffic signal. For this analysis, the level of service calculations were performed using the *Synchro 8* software package, which implements the intersection analysis procedures documented in the *HCM 2010*.

Because the *HCM 2010* does not accommodate analysis of intersections with shared thru/turn lanes, for the “construction year” and “cumulative” conditions scenarios (in which such lanes will be present), the intersection of East Bidwell Street/Coloma Street was analyzed using the year 2000 version of the *Highway Capacity Manual*. Those calculations were also performed using *Synchro 8*.

<b>Table 1 Level of Service Definitions Signalized Intersections</b>		
Level of Service	Description	Average Control Delay (Seconds/Vehicle)
A	Very low delay. Most vehicles do not stop	≤ 10.0
B	Slight delay. Generally good signal progression.	10.1 – 20.0
C	Increased number of stopped vehicles. Occasional cycle failures.	20.1 - 35.0
D	Noticeable congestion. Large proportion of vehicles stopped.	35.1 – 55.0
E	Operating conditions at or near capacity. Frequent cycle failure.	55.1 - 80.0
F	Oversaturation. Forced or breakdown flow. Extensive queuing.	> 80.0
Reference: Transportation Research Board, <i>Highway Capacity Manual 2010</i> , Fifth Edition, December 2010.		

*Unsignalized Intersections*

The analysis of the unsignalized study intersections was conducted using the appropriate method documented in Chapter 19 of the *HCM 2010*. This method calculates average control delay for each minor movement but, in the case of “two-way-STOP-control” intersections, not for the intersection as a whole. Level of service results reported for two-way-STOP-control intersections are based upon the average control delay per vehicle for the worst-case minor movement, based on the criteria set forth in Table 2. In contrast to this, for “all-way-STOP-control” intersections, the *HCM 2010* methodology provides an average delay value for the entire intersection. For unsignalized intersections, control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The unsignalized study intersections were also analyzed using the *Synchro 8* software package, which performs level of service calculations in accordance with the *HCM 2010* procedures.

<b>Table 2 Level of Service Definitions Unsignalized Intersections</b>		
Level of Service	Description	Average Control Delay (Seconds/Vehicle)
A	Little or no conflicting traffic for minor movements.	≤ 10.0
B	Drivers on minor movements begin to notice absence of available gaps.	10.1 – 15.0
C	Drivers on minor movements begin to experience delays waiting for adequate gaps.	15.1 – 25.0
D	Queuing occurs on minor movements due to a reduction in available gaps.	25.1 – 35.0
E	Extensive minor movement queuing due to insufficient gaps.	35.1 – 50.0
F	Insufficient gaps of adequate size to allow minor movement traffic demand to be accommodated.	> 50.0
Reference: Transportation Research Board, <i>Highway Capacity Manual 2010</i> , Fifth Edition, December 2010.		

The unsignalized intersection analysis also considered whether the study location would meet the minimum requirements for installation of a traffic signal. The need for installation of a traffic signal at a given location is judged relative to a defined set of traffic signal “warrants.” The warrants applied in the State of California were established by Caltrans, based on essentially similar requirements documented in the *Manual on Uniform Traffic Control Devices* (MUTCD) published by the Federal Highway Administration (FHWA). The current signal warrants are documented in “Part 4 – Highway Traffic Signals” of the *California Manual on Uniform Traffic Control Devices* (CMUTCD), dated November 7, 2014. Nine such warrants have been defined, although not all warrants are relevant to each case. This analysis was conducted using Warrant 3, the “Peak Hour” signal warrant. This analysis also included consideration of factors such as signal spacing and safety.

### Sight Distance

To ensure that drivers will be able to enter and exit the site safely at the project access location, a stopping sight distance analysis was conducted using parameters documented in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2004) and the Caltrans *Highway Design Manual* (California Department of Transportation, Sixth Edition, May 7, 2012).

### Queuing/Storage Length

To minimize the potential for queuing problems at the project driveway, the minimum recommended throat depth (MRTD) at each project access point was calculated using the probability-based methodology accepted by the City of Folsom. The intent of this analysis is to ensure that outbound vehicles have enough stacking distance, so that internal circulation aisles are not blocked. This minimizes the possibility that inbound vehicles will queue back onto the East Bidwell Street. The queue length estimates considered here were developed within the intersection level of service calculation process, as described above.

### **Evaluation Criteria**

Policy 17.17 of the *City of Folsom General Plan* identifies the minimum acceptable level of service for traffic operations at signalized intersections in the City. Specifically, this policy states:

*“The City should strive to achieve at least a traffic Level of Service ‘C’ throughout the City. 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.”*

The City has defined appropriate standards of significance to reflect this policy, including criteria that address situations where the signalized intersection level of service is worse than LOS C under “no project” conditions. Those standards of significance are as follows:

- If the “no project” level of service is LOS C or better and the project-generated traffic causes the signalized intersection level of service to degrade to worse than LOS C (i.e., LOS D, E, or F), then the proposed project must implement mitigation measures to return the intersection to LOS C or better.
- If the “no project” level of service is worse than LOS C (i.e., LOS D, E, or F) and the project-generated traffic causes the overall average delay value at the signalized intersection to increase by five seconds or more, then the proposed project must implement mitigation measures to improve the intersection to the “no project” condition or better. It is not necessary to improve the signalized intersection to LOS C.
- If the “no project” level of service is worse than LOS C (i.e., LOS D, E, or F) and the project-generated traffic causes the overall average delay value at the signalized intersection to increase by less than five seconds, then the traffic impact is considered less-than-significant and no mitigation is required.

The City's General Plan policy only applies to signal-controlled intersections. For this analysis, at the STOP-sign-controlled study intersection, a significant impact occurs if the project-generated traffic is sufficient to cause the intersection to meet the minimum requirements associated with the "Peak Hour" warrant, in addition to the overall intersection delay and level of service criteria stated above.

## **EXISTING CONDITIONS**

This section describes the roadway network serving the proposed project, as well as existing traffic operations at key intersections in the vicinity of the project site.

### ***Key Roadways***

The existing transportation system in the vicinity of the project site is illustrated on Figure 3. Shown there are the traffic lanes on the adjacent roadways, as well as existing facilities for pedestrians and bicyclists. Brief descriptions of the key roadways serving the project site are provided below.

*Riley Street* winds its way from the Folsom Historic District to Oak Avenue Parkway. In the vicinity of the project site, it is a three-lane road (plus turn lanes), with two northbound lanes and one southbound lane. One of the northbound lanes is dropped just north of East Bidwell Street, though. South of East Bidwell Street, it generally has bike lanes on both sides; no bike lanes are provided north of Bidwell Street. Sidewalks are provided on both sides of Riley Street, and Folsom Stage Line has bus stops serving Route 10 about 250 feet south of East Bidwell Street. Riley Street has a 35 MPH posted speed limit and on-street parking is generally prohibited.

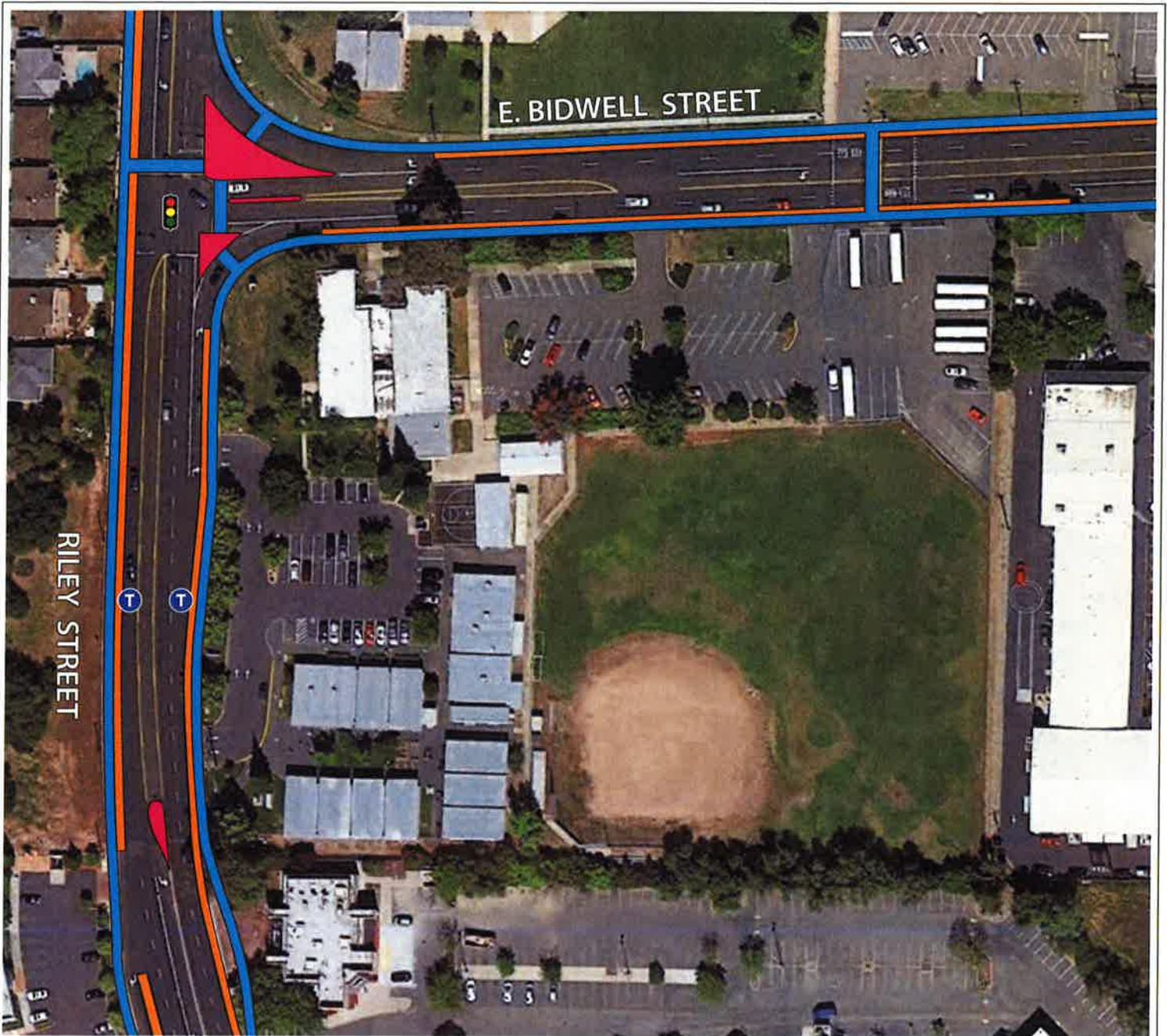
*East Bidwell Street* is a four-lane road (plus a center left-turn lane) along the project frontage. Bike lanes and sidewalks are located along both sides of the street near the project site, and parking is prohibited. At Coloma Street, East Bidwell Street changes to a southeasterly-northwesterly orientation and becomes one of the primary commercial corridors in Folsom. The speed limit along East Bidwell Street near the project site is 35 MPH.

*Natoma Street* connects Folsom Boulevard with Folsom Lake Crossing, passing Folsom City Hall and Folsom Prison along the way. Within the study area, it is generally a two-lane street with bike lanes and sidewalks on both sides. It has a posted 35 MPH speed limit.

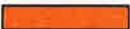
*Glenn Drive* runs from Folsom Boulevard to Wales Drive. South of Riley Street, it has four lanes (plus turn lanes and bike lanes), while north of there it is generally a two-lane road (plus turn lanes, but no bike lanes). Glenn Drive has a 40 MPH speed limit south of Riley Street and a 30 MPH speed limit between Riley Street and East Bidwell Street.

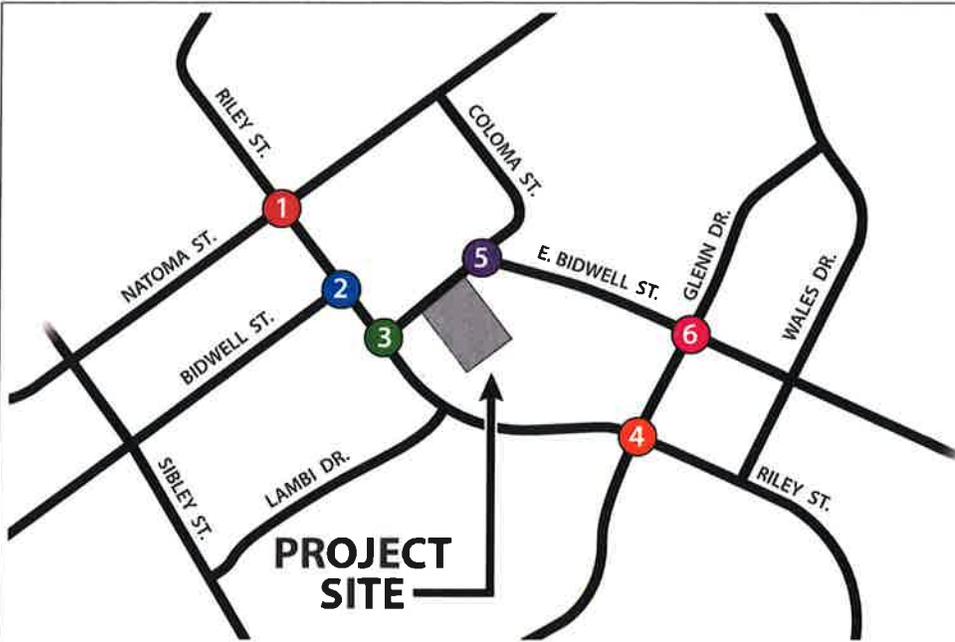
### ***Existing Traffic Volumes***

MRO Engineers, Inc., conducted weekday AM and PM peak-period turning movement counts at East Bidwell Street/Coloma Street and East Bidwell Street/Glenn Drive on Wednesday, March 1, 2017, a typical school day. Counts were conducted at the other four study intersections on Tuesday, March 14, 2017, which was also a typical school day. All of the counts included pedestrians and bicyclists in addition to motor vehicles. The resulting peak-hour traffic volumes and existing intersection lane configurations are shown on Figure 4.



**LEGEND**

-  SIDEWALK / CROSSWALK
-  BIKE LANE / PATH
-  RAISED MEDIAN
-  TRAFFIC SIGNAL
-  TRANSIT STOP



**LEGEND**

### (###) AM (PM) PEAK HOUR TRAFFIC VOLUMES

TURN LANE

TRAFFIC SIGNAL

STOP SIGN

FREE RIGHT TURN



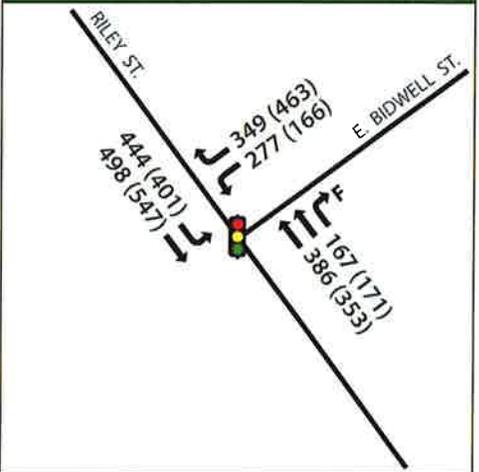
**1 RILEY STREET / NATOMA STREET**



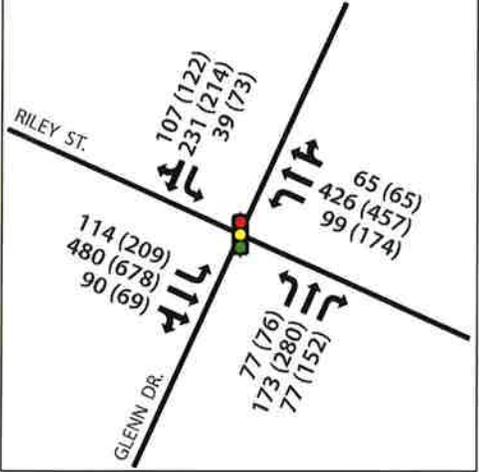
**2 RILEY STREET / BIDWELL STREET**



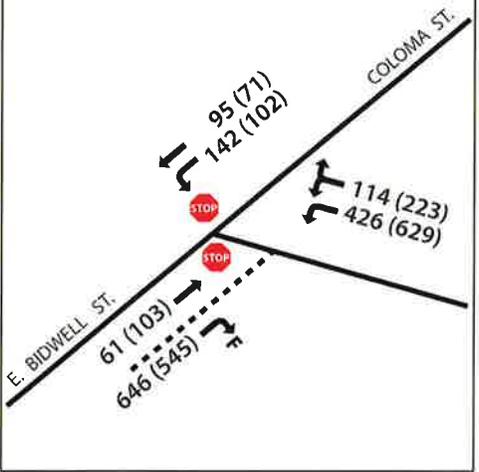
**3 RILEY STREET / EAST BIDWELL STREET**



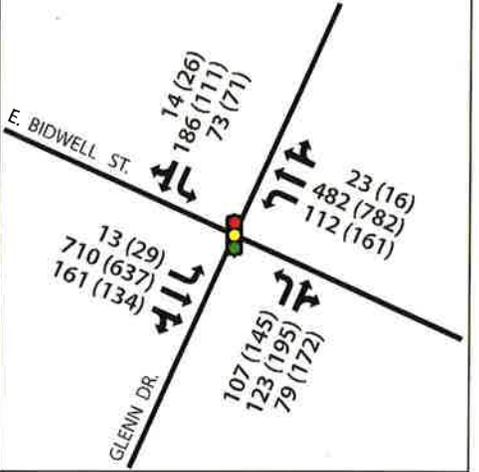
**4 RILEY STREET / GLENN DRIVE**



**5 EAST BIDWELL STREET / COLOMA STREET**



**6 EAST BIDWELL STREET / GLENN DRIVE**



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**PEAK HOUR TRAFFIC VOLUMES  
 EXISTING CONDITIONS**

**FIGURE 4**

**Existing Intersection Level of Service**

Table 3 summarizes the existing weekday AM and PM peak hour levels of service at the study intersections. Appendix A contains the technical calculation sheets.

<b>Table 3 Level of Service Summary<sup>1</sup> Existing Conditions</b>					
Intersection	Traffic Control	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS
Riley Street/Natoma Street	Signal	24.7	C	23.2	C
Riley Street/Bidwell Street	Side-Street STOP <sup>4</sup>	40.1 <sup>5</sup>	E	46.9	E
Riley Street/East Bidwell Street	Signal	25.6	C	21.9	C
Riley Street/Glenn Drive	Signal	24.2	C	26.8	C
East Bidwell Street/Coloma Street	Side-Street STOP <sup>4</sup>	166.0	F	> 300.0	F
East Bidwell Street/Glenn Drive	Signal	20.3	C	26.4	C

Notes:  
<sup>1</sup> Reference: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010.  
<sup>2</sup> Average control delay (seconds per vehicle).  
<sup>3</sup> Level of service.  
<sup>4</sup> Worst-case minor movement delay shown for STOP-sign-controlled intersection.  
<sup>5</sup> Shaded cell denotes unacceptable level of service.

Weekday AM Peak Hour

The four signal-controlled study intersections operate at LOS C in the weekday AM peak hour, which conforms to the City of Folsom *General Plan* policy calling for operation at LOS C or better. The two STOP-sign-controlled intersections, however, fall short of meeting the City's LOS policy. Riley Street/Bidwell Street is at LOS E, while East Bidwell Street/Coloma Street is at LOS F.

At Riley Street/Bidwell Street, the deficient operation is associated with the 16 vehicles turning left from eastbound Bidwell Street to northbound Riley Street. The other movements at that intersection operate at acceptable levels of service. At East Bidwell Street/Coloma Street, the operational issue relates to long delays for vehicles turning left from Coloma Street to East Bidwell Street.

*Weekday PM Peak Hour*

The PM peak hour level of service results are similar to the AM peak hour findings. Again, the four signal-controlled locations operate at an acceptable LOS C, while the two STOP-sign-controlled intersections have unacceptable levels of service.

In this peak hour, the issue at Riley Street/Bidwell Street relates to the delay associated with only two vehicles turning left from Bidwell Street to Riley Street. In contrast, the 134 vehicles turning right from Bidwell Street to Riley Street operate at LOS C with average delay of about 20 seconds/vehicle.

At East Bidwell Street/Coloma Street, drivers desiring to turn left from Coloma Street to East Bidwell Street experience unacceptable delays. In this case, the number of such drivers is substantial – just over 100.

***Signal Warrant Analysis***

An analysis was conducted to determine if the intersection of Riley Street/Bidwell Street meets the minimum requirements for installation of a traffic signal. The analysis was conducted using Warrant 3, the “Peak Hour” signal warrant presented in the current edition of the *California Manual on Uniform Traffic Control Devices* (CMUTCD). Although the intersection has enough traffic to meet the minimum warrant requirements in both peak hours, other factors must also be considered such as the potential for rear-end collisions, unnecessary delays to vehicles on Riley Street, potential queuing issues, and noise caused by acceleration and deceleration. In this particular case, the intersection is approximately 450 feet from the signal-controlled intersection of Riley Street/East Bidwell Street. The City of Folsom has a preferred minimum spacing of 1,000 feet between signalized intersections. Therefore, installation of a traffic signal at this location is not recommended.

A traffic signal warrant analysis was not conducted for East Bidwell Street/Coloma Street, as installation of a signal is currently planned in conjunction with an ongoing project being undertaken by the Folsom-Cordova Unified School District at Sutter Middle School. The pertinent elements of this project are described in the following section, as well as in the Project Access and Circulation section of this report.

**CONSTRUCTION YEAR NO PROJECT CONDITIONS**

This section documents traffic operations in the anticipated construction year for the proposed project, excluding the traffic generated by the project itself. This scenario includes consideration of the traffic associated with other previously-approved and reasonably foreseeable developments throughout the City of Folsom, as identified by City staff.

***Background Traffic Growth***

To develop a meaningful estimate of “construction year” traffic conditions, MRO Engineers, Inc., estimated the volume of peak-hour traffic to be generated by a number of related projects in the vicinity of the proposed project, as directed by City of Folsom staff. The specific land use assumptions for each of the related projects were confirmed with City of Folsom staff prior to initiating the detailed analyses. Table 4 lists the 35 projects included in this analysis scenario.

As summarized in Appendix B, the related projects listed below will generate a total of over 6,000 AM peak hour trips and about 8,460 PM peak hour trips. Where possible, the related project trips were distributed and assigned to the City of Folsom road network in accordance with information presented in previous traffic analyses conducted within the city. Of course, not all of the related project-generated trips will pass through the study area for this analysis. Furthermore, based on discussions with City staff, it was determined that little development would be complete in the Folsom Plan Area (i.e., the annexation area south of Highway 50) within the construction year time frame. Consequently, none of the traffic associated with the Russell Ranch, Mangini Ranch or Hillsborough Subdivision projects was added to the study intersections, although the Folsom Heights project traffic is included.

In addition to the traffic associated with the 35 related projects, a three percent growth factor was applied to existing traffic volumes to ensure a conservative estimate of construction year conditions.

<b>Table 4 Related Projects<sup>1</sup></b>			
Project	Land Use	Size	Location
Folsom Pointe Highway Commercial	Highway Commercial Center <sup>2</sup>		East side of East Bidwell St., south of Iron Point Rd.
Broadstone Park Professional Center	Office	15,000 SF <sup>3,4</sup>	South side of Iron Point Road east of McAdoo Drive
Palladio at Broadstone	Retail	220,000 SF <sup>4</sup>	Bounded by Iron Point Road, East Bidwell Street, and Broadstone Parkway
Island at Parkshore	Residential	315 DU	Southwest of Parkshore Dr. in Silverbrook Island area
Broadstone Crossing Parcel 1	Three Restaurants	22,230 SF	Southwest quadrant of Iron Point Road/Cavitt Drive
La Collina dal Lago	Single-Family Residential	30 DU <sup>6</sup>	East Natoma Street west of Blue Ravine Road/Green Valley Road

<b>Table 4 Related Projects<sup>1</sup></b>			
Project	Land Use	Size	Location
Empire Ranch	Single-Family Residential	200 DU <sup>6</sup>	East Natoma Street east of Blue Ravine Road/Green Valley Rd.
Montara Grove	Office	32,000 SF	South side of East Natoma Street at Prison Road
Masjid Bifal Mosque	Church and School	31,668 SF	Southeast corner of Sibley Street/Levy Road
Psychiatric Services Unit Office & Treatment Facility	Medical Facility	17,395 SF	California State Prison - Sacramento
Folsom Women's Facility	Correctional Facility	403 Female Offenders	Folsom State Prison
Treehouse West Commercial Center	Retail	3,595 SF	Southwest Quadrant of Iron Point Road and Barnhill Drive
701 Bidwell Street Commercial Center	Office & Retail	7,791 SF	701 Bidwell Street
Parkway Villages H1 & H2	Single-Family Residential	16 DU	North side of Silberhorn Drive, west of Golf Links Drive
The Commons at Prairie City	Senior Residential Facility	131 Units	Southeast quadrant of Prairie City Road/Willard Drive
Cornerstone Dental Center	Medical Office	14,000 SF	2301 East Bidwell Street
Lifetime Fitness	Fitness Facility	116,636 SF	110 Serpa Way
The Canyon	Single-Family Residential	11 DU	Northwest corner -- Orangevale Avenue and American River Canyon Drive South
Leidesdorff Village	Condominium	56 DU	1108 Sutter Street
Superior Self Storage	Self-Storage Facility	124,310 SF	7700 Folsom-Auburn Road
Harvest Subdivision	Single-Family Residential	116 DU	North Side of East Natoma Street across from Bowen Drive
Russell Ranch Subdivision	Single-Family Residential	875 DU	Folsom Plan Area (East)
Mangini Ranch Subdivision	Single-Family Residential	826 DU	Folsom Plan Area (West)
Hillsborough Subdivision	Single-Family Residential	2,103 DU	Folsom Plan Area (Central)
Veranda Subdivision	Single-Family Residential	63 DU	Southwest quadrant of East Natoma Street/Golf Links Drive/Bonhill Drive
Broadstone Apartments	Multi-Family Residential	300 DU	Southwest corner - Broadstone Parkway and Cavitt Drive
Iron Point Retirement Community	Assisted Living	126 DU	Iron Point Road, south side near Rowberry Drive

<b>Table 4 Related Projects<sup>1</sup></b>			
Project	Land Use	Size	Location
The Pique at Iron Point Apartments	Multi-Family Residential	327 DU	Iron Point Road between Serpa Way and Carpenter Hill Rd.
CountryHouse at Broadstone	Memory Care Facility	36,668 SF (45 DU/47 Beds)	Southeast quadrant of Iron Point Road/Oak Avenue Parkway
Cresleigh Ravine/Campus at Iron Point	Single-Family and Multi-Family Residential	53 SF 230 MF	Willard Drive at Iron Point Rd.
Starbucks	Coffee Shop	2,200 SF	Southwest quadrant of East Natoma Street/Blue Ravine Road
Parkway Apartments	Low-Income, Multi-Family Residential	72 DU	Southwest quadrant of Blue Ravine Road/Oak Avenue Parkway
Quick Quack	Car Wash	3,599 SF	Southeast quadrant of Iron Point Road/Cavitt Drive
Prospect Ridge	Single-Family Residential	35 DU	535 Levy Road
Folsom Heights	Single-Family Residl. Multi-Family Residl. General Commercial	402 DU 128 DU 128,500 SF	Southwest quadrant of U.S. Highway 50 and Sacramento/EI Dorado County line
Notes: <sup>1</sup> Reference: City of Folsom, Community Development Department <sup>2</sup> Three unbuilt pads (two restaurants and one retail building). <sup>3</sup> Square feet. <sup>4</sup> Approximate unoccupied square footage. <sup>5</sup> Dwelling units. <sup>6</sup> Approximate number of unbuilt dwelling units.			

***Planned Improvements***

Five of the six study intersections will remain unchanged under Construction Year conditions. Substantial changes are planned at the intersection of East Bidwell Street/Coloma Street, as part of a project aimed at upgrading facilities and improving vehicular access and safety at Sutter Middle School. Appendix C presents a pair of exhibits illustrating the planned improvements. Key access-related elements of those improvements include the following:

- Consolidation of school-related ingress activity at the modified intersection of East Bidwell Street/Coloma Street; school-related vehicles will also exit at this location. The proposed intersection modification includes addition of a fourth (north) leg to directly serve school traffic. A traffic signal will also be installed at the intersection.
- A new exit-only driveway will be constructed roughly 350 feet east of Riley Street. That driveway will be restricted to right-turns-only.
- The existing mid-block pedestrian crosswalk on East Bidwell Street (about 550 feet east of Riley Street) will be removed. With elimination of the school-related facilities on the proposed project site, the need for the crosswalk will no longer exist.

***Construction Year No Project Traffic Volumes***

The peak-hour traffic generated by the related projects described above was added to the factored existing traffic volumes at the study intersections to develop the “Construction Year No Project” traffic scenario. Figure 5 illustrates the traffic estimates for the peak-hour study periods. Also shown there are the intersection lane configurations for Construction Year conditions, including the modifications to East Bidwell Street/Coloma Street described above.

***Intersection Level of Service***

Table 5 summarizes the results of the level of service calculations for the signalized study intersections under Construction Year No Project conditions. Appendix D contains the technical calculations.

*Weekday AM Peak Hour*

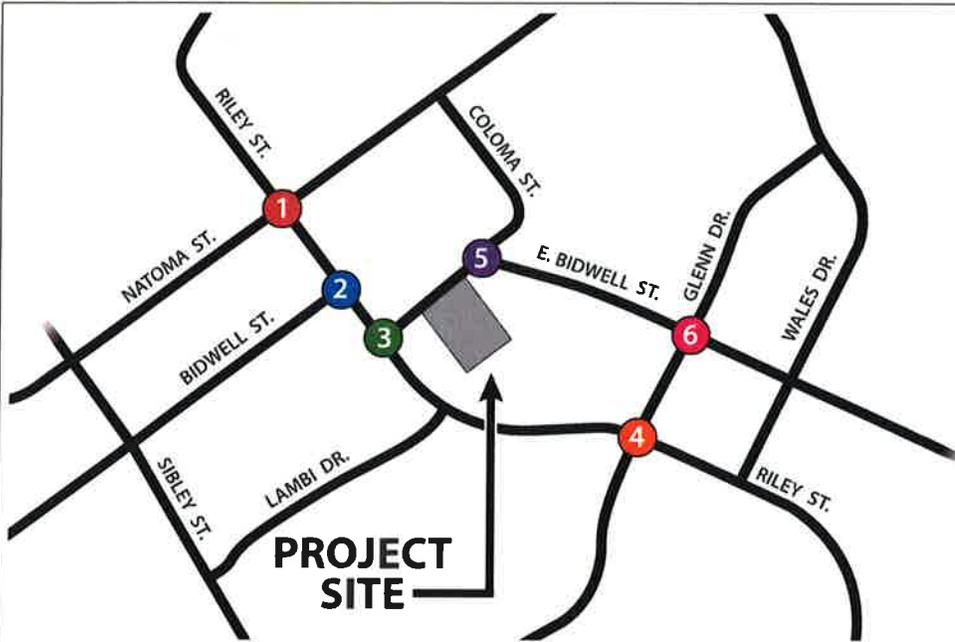
In the AM peak hour, five of the six study intersections are expected to operate at LOS C, which conforms to the City’s level of service policy. The intersection of Riley Street/Bidwell Street is projected to operate at LOS E based on delays to a small number of eastbound left turning vehicles, as it does under Existing Conditions. Note that the planned improvements at East Bidwell Street/Coloma Street will substantially improve traffic operations at that location, as its level of service will improve from LOS F under Existing Conditions to LOS C here.

*Weekday PM Peak Hour*

The study intersection of Riley Street/Bidwell Street will operate at LOS F under this analysis scenario; it was at LOS E under Existing Conditions. In both cases, the deficient level of service is directly associated with a very small number of left turns on the eastbound approach. The other study locations will be at LOS B or C, which conforms to the City’s level of service policy. East Bidwell Street/Coloma Street will again be improved, from LOS F under Existing Conditions to LOS B under Construction Year No project conditions.

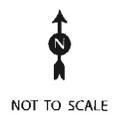
***Signal Warrant Analysis***

An analysis was again conducted to determine if the intersection of Riley Street/Bidwell Street meets the minimum requirements for installation of a traffic signal under the “Peak Hour” signal warrant presented in the current edition of the CMUTCD. The intersection has enough traffic to meet the minimum warrant requirements in both peak hours, but installation of a traffic signal at this location is not recommended for the same reasons cited earlier.

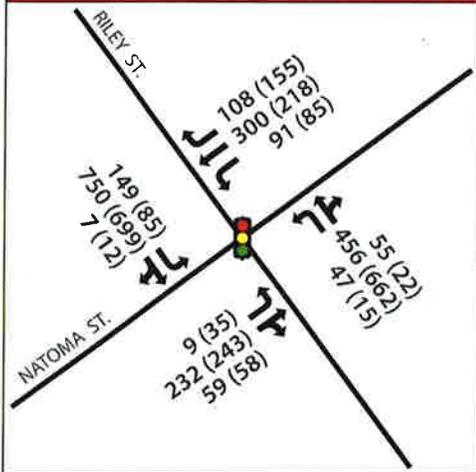


**LEGEND**

- #### (###) AM (PM) PEAK HOUR TRAFFIC VOLUMES
- TURN LANE
- TRAFFIC SIGNAL
- STOP SIGN
- FREE RIGHT TURN



**1 RILEY STREET / NATOMA STREET**



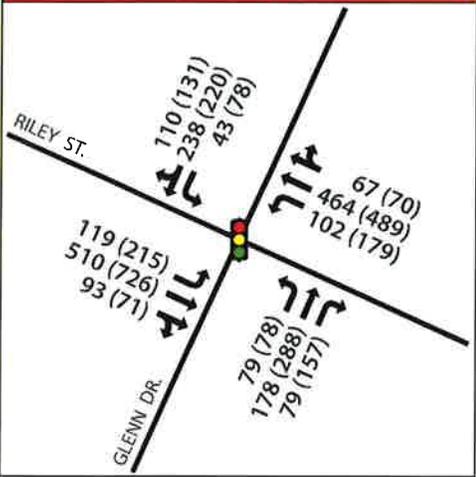
**2 RILEY STREET / BIDWELL STREET**



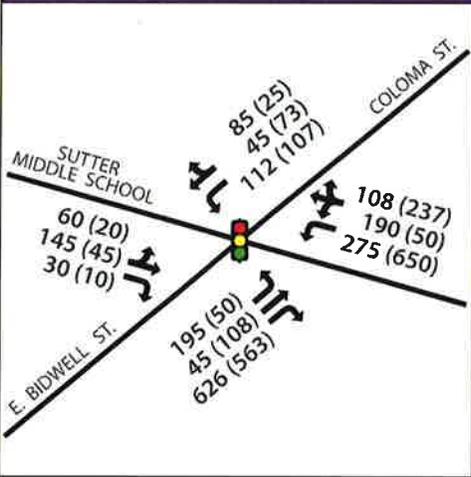
**3 RILEY STREET / EAST BIDWELL STREET**



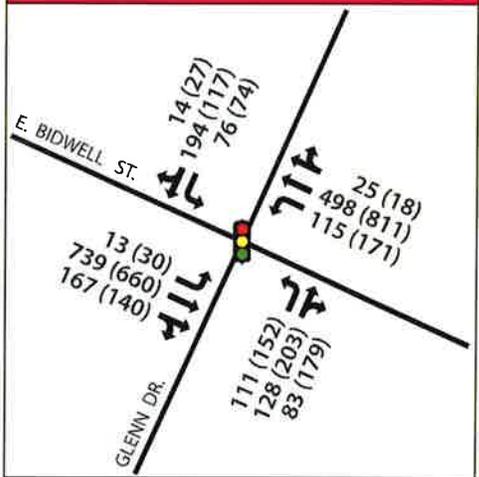
**4 RILEY STREET / GLENN DRIVE**



**5 EAST BIDWELL STREET / COLOMA STREET**



**6 EAST BIDWELL STREET / GLENN DRIVE**



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**PEAK HOUR TRAFFIC VOLUMES  
 CONSTRUCTION YEAR NO PROJECT CONDITIONS**

**FIGURE 5**

<b>Table 5 Level of Service Summary<sup>1</sup> Construction Year No Project Conditions</b>					
Intersection	Traffic Control	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS
Riley Street/Natoma Street	Signal	27.7	C	26.6	C
Riley Street/Bidwell Street	Side-Street STOP <sup>4</sup>	47.0 <sup>5</sup>	E	57.4	F
Riley Street/East Bidwell Street	Signal	29.1	C	24.3	C
Riley Street/Glenn Drive	Signal	25.7	C	28.7	C
East Bidwell Street/Coloma Street	Signal	23.0	C	16.7	B
East Bidwell Street/Glenn Drive	Signal	21.2	C	28.6	C
<b>Notes:</b> <sup>1</sup> Reference: Transportation Research Board, <i>Highway Capacity Manual 2010</i> , Fifth Edition, December 2010. <sup>2</sup> Average control delay (seconds per vehicle). <sup>3</sup> Level of service. <sup>4</sup> Worst-case minor movement delay shown for STOP-sign-controlled intersection. <sup>5</sup> Shaded cell denotes unacceptable level of service.					

## **CONSTRUCTION YEAR PLUS PROJECT CONDITIONS**

This section documents the impacts of the proposed project on traffic conditions in the assumed construction year. To evaluate off-site impacts, the volume of traffic generated by the proposed project was estimated and that traffic was assigned to the adjacent street system. The levels of service at the study intersections were then analyzed for the AM and PM peak-hour periods.

### ***Project Description***

As described earlier, Bidwell Pointe is a proposed mixed-use, mixed-income project, which will provide 140 multi-family residential units (105 income-restricted, affordable units and 35 market-rate units), 800 square feet (SF) of commercial space, and 208 parking spaces. In addition, seven of the residential units will be “live-work” units, which will allow tenants to conduct business from home.

### ***Proposed Access System***

Vehicular access to and from the proposed project would be provided by a single full-access driveway on East Bidwell Street at the mid-point of the project frontage. The driveway would be controlled by a STOP sign.

### ***Trip Generation***

The AM and PM peak-hour trip generation estimates for the proposed project were developed using information presented in the *Trip Generation Manual* (Institute of Transportation Engineers, Ninth Edition, 2012). Based on input from the project applicant, the “work” component of the seven live-work units has been treated as office space. Each of the seven units will have 667 SF of work space, for a total of 4,669 SF.

Although some evidence exists to suggest that low-income tenants might generate less traffic than tenants of market-rate apartments, no adjustment was applied to the trip generation estimates to reflect this possibility.

Furthermore, no adjustments were made to account for the project’s transit accessibility. The ITE trip generation rates are generally based on surveys conducted at suburban locations with little or no transit service. Thus, it would be reasonable to reduce the trip generation estimates to account for the fact that the proposed project has been designed as a transit-oriented development, with ready access to the Folsom Stage Line and regional light rail service. No such reduction was applied, however. Consequently, the trip generation estimate presented here is expected to be a conservative indication of the volume of traffic associated with Bidwell Pointe.

Table 6 summarizes the resulting trip generation estimates for the proposed project. In the AM peak hour, the proposed project is expected to generate a total of 79 trips, with 21 inbound and 58 outbound. The PM peak hour trip generation is estimated to be 97 trips, with 58 inbound and 39 outbound. About 1,020 daily trips are projected, evenly split between inbound and outbound.

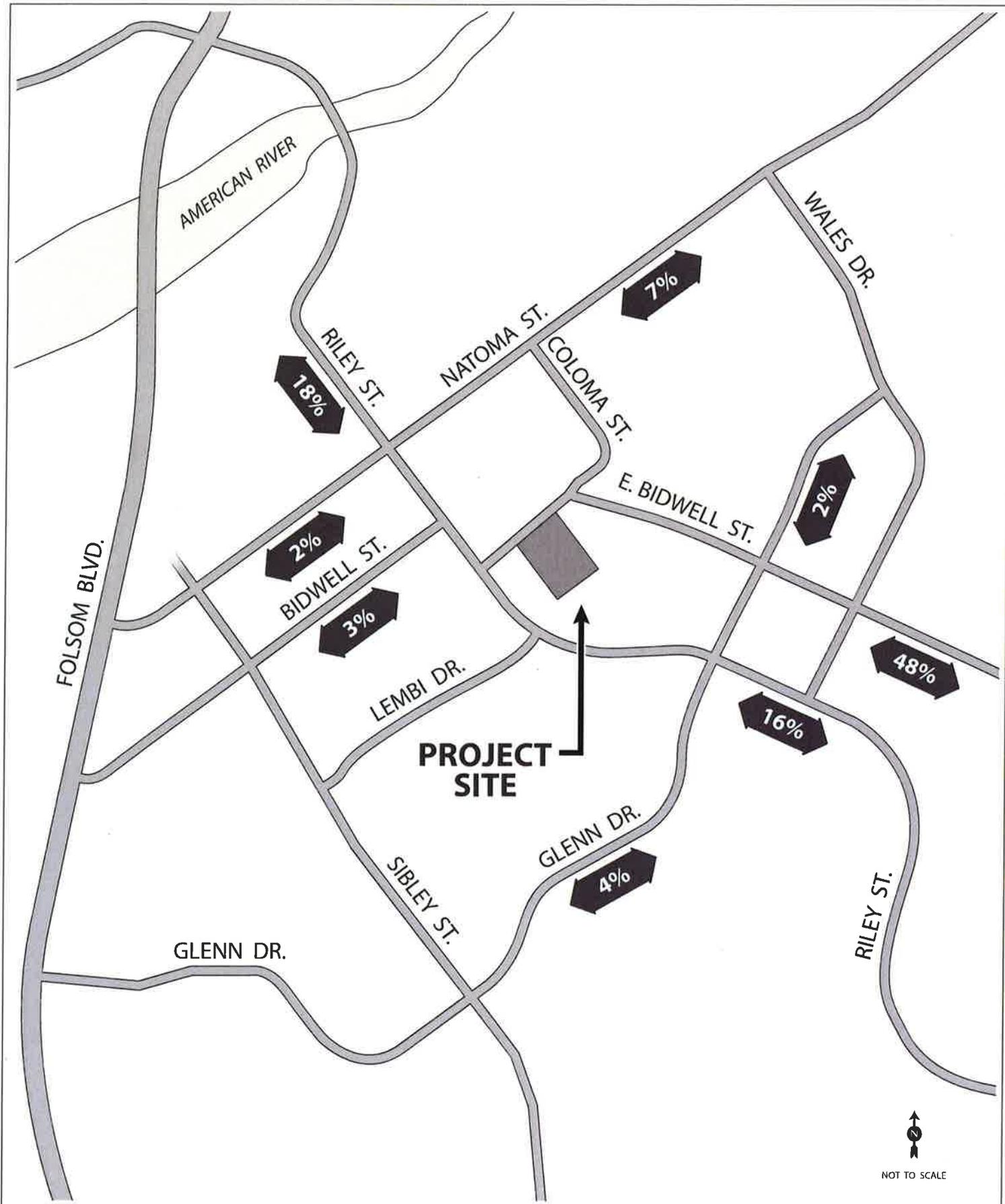
<b>Table 6 Trip Generation Estimate<sup>1</sup></b>								
Land Use		Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments (140 Dwelling Units)	Trip Rate <sup>2</sup>	6.65	0.10	0.41	0.51	0.40	0.22	0.62
	Trips	930	14	57	71	56	31	87
Live-Work Units (7 DU with 667 SF of Work Space = 4,669 SF)	Trip Rate <sup>3</sup>	11.03	1.37	0.19	1.56	0.25	1.24	1.49
	Trips	55	6	1	7	1	6	7
Commercial (800 SF)	Trip Rate <sup>4</sup>	42.70	0.60	0.36	0.96	1.78	1.93	3.71
	Trips	35	1	0	1	1	2	3
<b>TOTAL</b>		<b>1,020</b>	<b>21</b>	<b>58</b>	<b>79</b>	<b>58</b>	<b>39</b>	<b>97</b>
<b>Notes:</b> <sup>1</sup> Reference: Institute of Transportation Engineers, <i>Trip Generation Manual</i> , Ninth Edition, 2012. <sup>2</sup> ITE Land Use Code 220 – Apartment; Trips per dwelling unit. <sup>3</sup> ITE Land Use Code 710 – General Office Building; Trips per 1,000 SF. <sup>4</sup> ITE Land Use Code 820 – Shopping Center; Trips per 1,000 SF.								

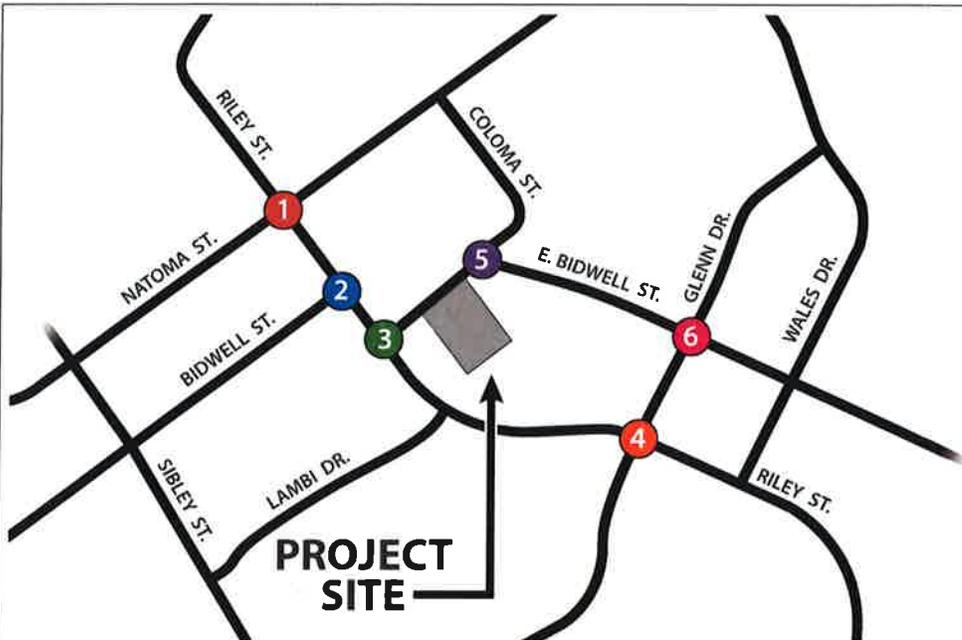
***Trip Distribution***

The geographic distribution of the project-generated traffic was based primarily on existing traffic patterns in the vicinity of the proposed project, as well as information presented in previous traffic studies for nearby projects. As shown on Figure 6, about 48 percent of the project-related trips are expected to be oriented to/from the southeast on East Bidwell Street, while an additional 16 percent will travel to/from the southeast on Riley Street. About 18 percent will be oriented to/from the northwest on Riley Street. Smaller percentages are expected to use Coloma Street, Natoma Street, Bidwell Street, and Glenn Drive.

***Project Traffic Assignment***

The project-generated peak-hour traffic volumes were added to the “Construction Year No Project” traffic to develop the “Construction Year Plus Project” scenario. Those estimated traffic volumes are shown on Figure 7, which also illustrates the assumed intersection lane configurations.



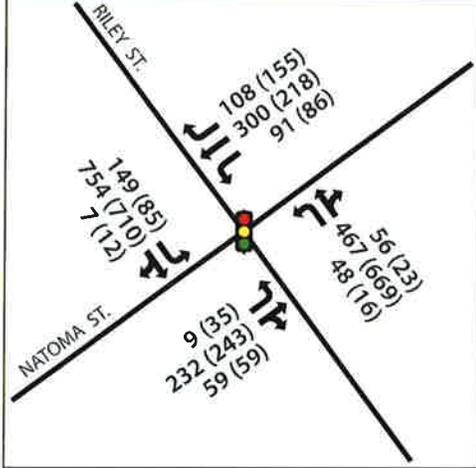


**LEGEND**

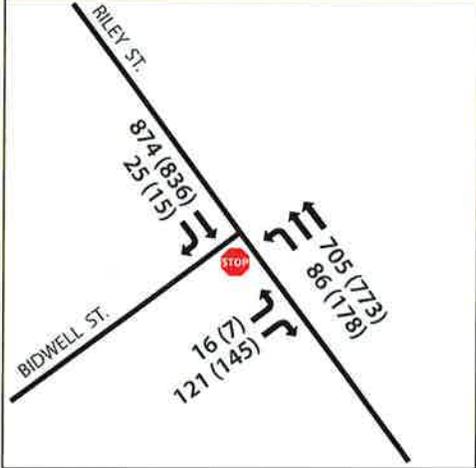
- #### (####) AM (PM) PEAK HOUR TRAFFIC VOLUMES
- TURN LANE
- TRAFFIC SIGNAL
- STOP SIGN
- FREE RIGHT TURN



**1 RILEY STREET / NATOMA STREET**



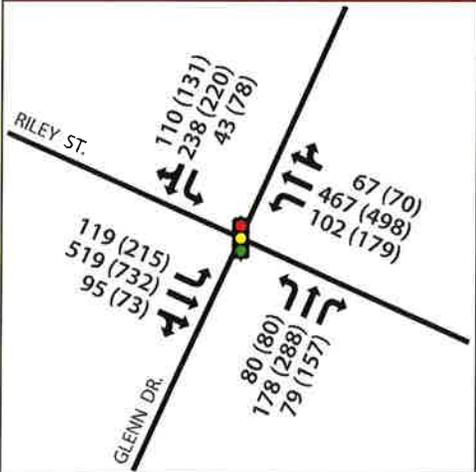
**2 RILEY STREET / BIDWELL STREET**



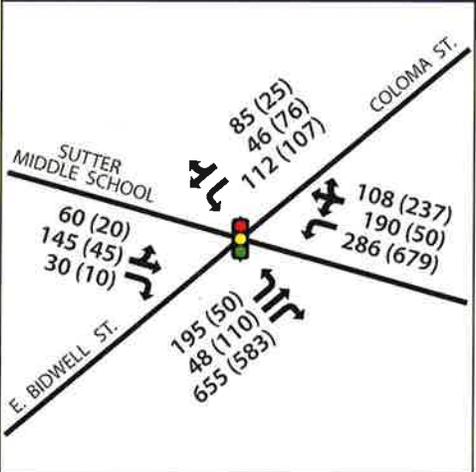
**3 RILEY STREET / EAST BIDWELL STREET**



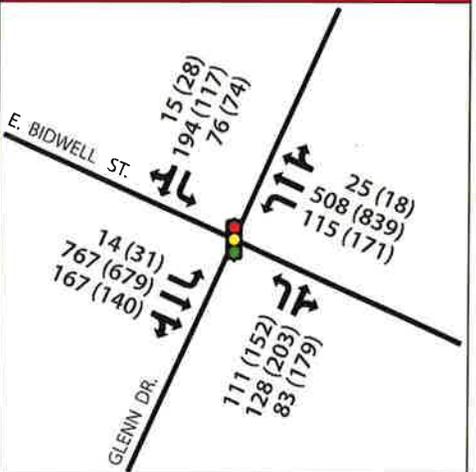
**4 RILEY STREET / GLENN DRIVE**



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**PEAK HOUR TRAFFIC VOLUMES  
 CONSTRUCTION YEAR + PROJECT CONDITIONS**

**FIGURE 7**

***Intersection Level of Service***

Table 7 presents the peak hour levels of service at each study intersection (including the project access location) under Construction Year Plus Project conditions. Appendix E contains the technical calculation worksheets.

***Weekday AM Peak Hour***

In the AM peak hour, addition of the project-generated traffic will cause relatively small changes in the estimated delay values at the study intersections, and no change in level of service is projected. Six locations (including the project access driveway intersection) will operate at an acceptable LOS C. The Riley Street/Bidwell Street intersection will continue to operate at LOS E, with a project-related increase in average vehicular delay of 1.0 second/vehicle. This incremental delay value is less than the City's significance criterion of 5.0 seconds/vehicle, so the project's impact is considered less than significant.

Overall, the proposed project's traffic impacts are considered less-than-significant in the AM peak hour under Construction Year conditions.

***Weekday PM Peak Hour***

In the PM peak hour, the project-generated traffic will again result in small changes in the estimated delay values at the study intersections, with no change in level of service. The level of service at the Riley Street/Bidwell Street intersection is projected to be LOS F, and the project will cause an increase in delay of 2.4 seconds/vehicle. Again, this incremental delay value is less than the City's significance criterion of 5.0 seconds/vehicle, so the project's impact is considered less than significant.

As in the AM peak hour, the project-related impact is considered less than significant at the study locations in the PM peak hour.

***Signal Warrant Analysis***

As described earlier, the intersection of Riley Street/Bidwell Street meets the minimum requirements for installation of a traffic signal under the CMUTCD "Peak Hour" signal warrant. However, installation of a traffic signal at this location is not recommended for the same reasons cited earlier, primarily related to signal spacing, safety, queuing, emissions, and noise concerns.

The East Bidwell Street/Project Driveway intersections was also evaluated. It does not have enough traffic to warrant installation of a signal.

***Mitigation Measures***

All of the study intersections will either continue to operate at acceptable levels of service under Construction Year Plus Project conditions or the project-related incremental delay will be less than the City's significance standard. Therefore, the project's impact is less than significant and no off-site mitigation measures are needed with the proposed project.

**Table 7**  
**Level of Service Summary<sup>1</sup>**  
**Construction Year Plus Project Conditions**

Intersection	Traffic Control	Weekday AM Peak Hour					Weekday PM Peak Hour				
		Construction Year No Project		Construction Year + Project			Construction Year No Project		Construction Year + Project		
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS	Delay Increase <sup>2</sup>	Delay	LOS	Delay	LOS	Delay Increase <sup>2</sup>
Riley Street/Natoma Street	Signal	27.7	C	28.1	C	0.4	26.6	C	27.1	C	0.5
Riley Street/Bidwell Street	Side-Street STOP <sup>4</sup>	47.0 <sup>5</sup>	E	48.0	E	1.0	57.4	F	59.8	F	2.4
Riley Street/East Bidwell Street	Signal	29.1	C	31.1	C	2.0	24.3	C	26.4	C	2.1
Riley Street/Glenn Drive	Signal	25.7	C	26.0	C	0.3	28.7	C	29.0	C	0.3
East Bidwell Street/Coloma Street	Signal	23.0	C	23.0	C	0.0	16.7	B	16.9	B	0.2
East Bidwell Street/Glenn Drive	Signal	21.2	C	21.5	C	0.3	28.6	C	29.3	C	0.7
East Bidwell Street/Project Driveway	Side-Street STOP <sup>4</sup>	N.A. <sup>6</sup>	N.A.	18.6	C	N.A.	N.A.	N.A.	18.5	C	N.A.

Notes:  
<sup>1</sup> Reference: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010.  
<sup>2</sup> Average control delay (seconds per vehicle).  
<sup>3</sup> Level of service.  
<sup>4</sup> Worst-case minor movement delay shown for STOP-sign-controlled intersection.  
<sup>5</sup> Shaded cell denotes unacceptable level of service.  
<sup>6</sup> Not applicable. Intersection does not exist under "no project" conditions.

## **CUMULATIVE CONDITIONS ANALYSIS**

This section describes the results of the analysis of study area traffic operations under cumulative conditions in the weekday AM and PM peak hours. This analysis reflects the level of development anticipated throughout the City of Folsom, including the Folsom Sphere of Influence (SOI) annexation area and the entire Sacramento region, through the year 2035. The traffic volume projections were based on the SACMET travel demand forecasting model developed and maintained by the Sacramento Area Council of Governments (SACOG).

Analyses are presented for two scenarios: Cumulative No Project conditions and Cumulative Plus Project conditions, reflecting the addition of the traffic generated by the proposed project to the “no project” volumes. To ensure consistency with other ongoing or recently-conducted traffic analyses in Folsom, the future year traffic forecasts employed in this analysis are based on information developed in connection with the traffic analysis for the SOI annexation process. That traffic analysis is presented in the environmental documentation for the annexation project. (Reference: AECOM and RMC Water and Environmental, *Public Draft EIR/EIS – Folsom South of U.S. 50 Specific Plan Project*, June 2010.)

### ***Planned Roadway Improvements***

Between now and the year 2035, a variety of major transportation system improvements will be implemented in the Folsom area. These improvements, which are reflected in the future year traffic forecasts used in this analysis, include the following:

- Construction of a new interchange at U.S. Highway 50/Oak Avenue Parkway,
- Construction of the U.S. Highway 50/Empire Ranch Road interchange,

In addition, the traffic projections reflect completion of all roadway system improvements within the Folsom Plan Area Specific Plan, as well as the regional transportation system improvements identified in the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

### ***Land Use Forecasts***

The travel demand forecasts developed for the Folsom SOI project, which serve as the basis for the future traffic volumes used in this analysis, assumed the following land uses in the 3,584-acre SOI area:

- 11,340 - 14,630 residential dwelling units,
- 295 acres of office/business/professional and retail/commercial uses,
- 297 acres of schools and City parks, and
- 1,075 acres of open space.

In addition, the future year land use estimates for the Sacramento region included in the SACMET travel demand forecasting model were assumed.

***Cumulative (2035) No Project Conditions***

The year 2035 traffic volumes for Cumulative No Project conditions were derived from traffic forecasts developed as part of the Folsom SOI project. Because the SOI traffic projections were not prepared on a city-wide basis, that information was used to develop a growth factor, which was applied to the roadway system in the vicinity of the project site. Specifically, the peak-hour traffic volume projections for several intersections in relatively close proximity to the project site were compared to the existing peak-hour traffic volumes at those locations (as documented in the SOI analysis). This comparison revealed an average growth rate at the intersections of less than one percent per year. For this analysis, therefore, an average annual growth rate of one percent was applied to the existing peak-hour turning movement volumes at the study intersections to estimate the future year cumulative traffic volumes. This represents total traffic growth of 18 percent through the year 2035, which is believed to represent a conservative estimate of future traffic volumes.

Figure 8 illustrates the Cumulative No Project peak hour traffic volumes derived for this study. Also shown are the intersection lane configurations assumed for year 2035 conditions; based on input from City staff, no intersection improvements are assumed relative to Construction Year conditions.

***Intersection Level of Service***

Table 8 summarizes the AM and PM peak hour intersection level of service results for Cumulative No Project conditions. The technical calculation worksheets are presented in Appendix F.

***Weekday AM Peak Hour***

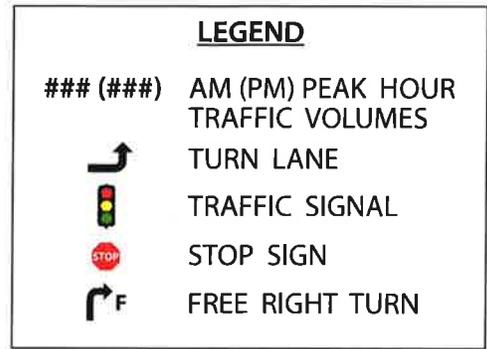
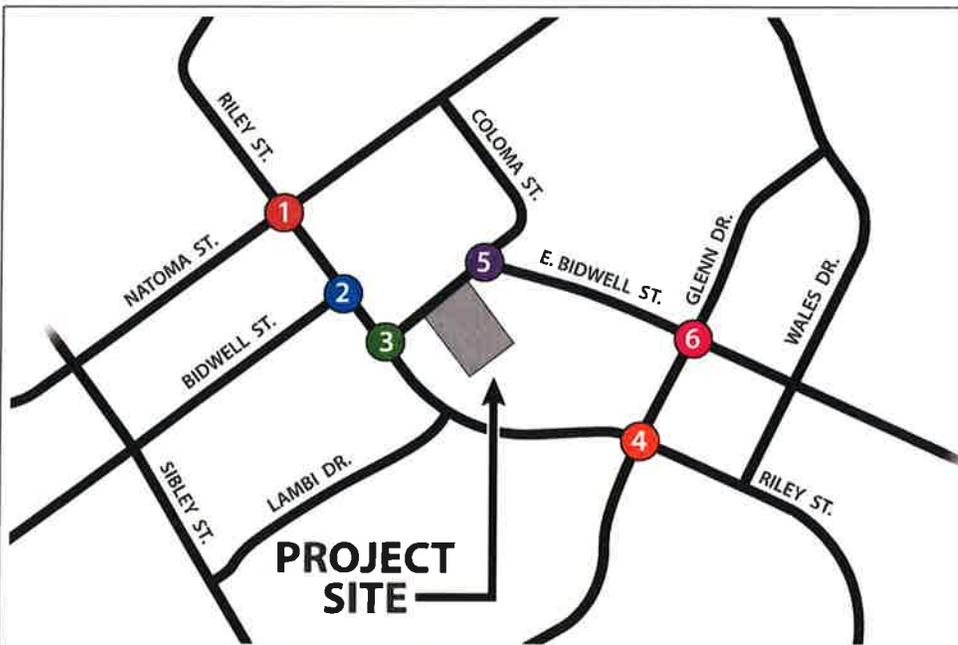
Three of the study intersections are projected to operate at LOS C, thereby conforming to the City of Folsom level of service policy. Two study intersections are projected to operate at LOS D (Riley Street/Natoma Street and Riley Street/East Bidwell Street), while Riley Street/Bidwell Street will be at LOS F (based on delays to a relatively small number of left-turning vehicles on the Bidwell Street approach to the intersection).

***Weekday PM Peak Hour***

In the PM peak hour, the intersection of East Bidwell Street/Coloma Street, which is expected to operate at LOS C, is the only study intersection projected to conform to the City's LOS C policy. Four study locations are projected to be at LOS D and one location (Riley Street/Bidwell Street) will be at LOS F (again due to delays to a small number of left-turners on the Bidwell Street approach to the intersection).

***Signal Warrant Analysis***

As before, the intersection of Riley Street/Bidwell Street is projected to have sufficient traffic to meet the minimum requirements for installation of a traffic signal under the CMUTCD "Peak Hour" signal warrant. However, installation of a traffic signal at this location is not recommended due to considerations related to signal spacing, safety, queuing, emissions, and noise.



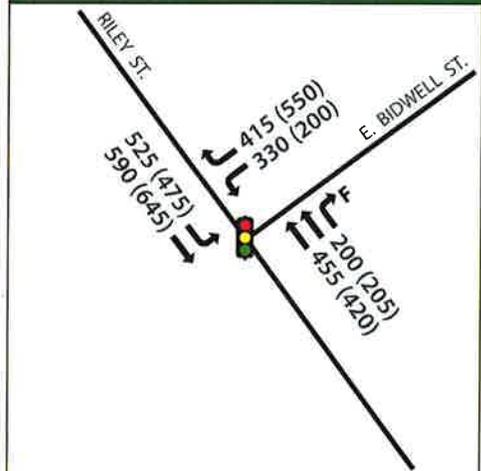
**1 RILEY STREET / NATOMA STREET**



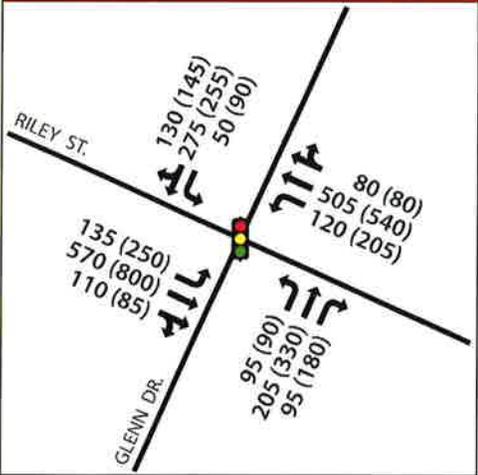
**2 RILEY STREET / BIDWELL STREET**



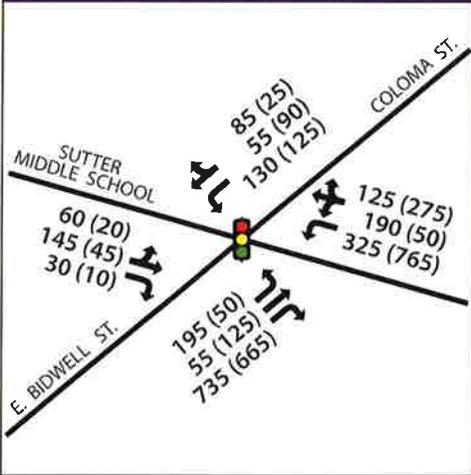
**3 RILEY STREET / EAST BIDWELL STREET**



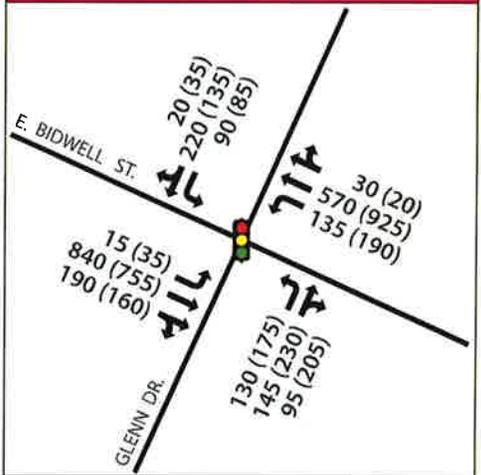
**4 RILEY STREET / GLENN DRIVE**



**5 EAST BIDWELL STREET / COLOMA STREET**



**6 EAST BIDWELL STREET / GLENN DRIVE**



**PEAK HOUR TRAFFIC VOLUMES  
CUMULATIVE NO PROJECT CONDITIONS**

**FIGURE 8**

<b>Table 8 Level of Service Summary<sup>1</sup> Cumulative No Project Conditions</b>					
Intersection	Traffic Control	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS
Riley Street/Natoma Street	Signal	38.0 <sup>4</sup>	D	35.4	D
Riley Street/Bidwell Street	Side-Street STOP <sup>5</sup>	68.3	F	91.0	F
Riley Street/East Bidwell Street	Signal	43.1	D	37.2	D
Riley Street/Glenn Drive	Signal	33.8	C	37.6	D
East Bidwell Street/Coloma Street	Signal	23.5	C	21.3	C
East Bidwell Street/Glenn Drive	Signal	26.6	C	39.9	D
Notes:					
<sup>1</sup> Reference: Transportation Research Board, <i>Highway Capacity Manual 2010</i> , Fifth Edition, December 2010.					
<sup>2</sup> Average control delay (seconds per vehicle).					
<sup>3</sup> Level of service.					
<sup>4</sup> Shaded cell denotes unacceptable level of service.					
<sup>5</sup> Worst-case minor movement delay shown for STOP-sign-controlled intersection.					

***Cumulative (2035) Plus Project Conditions***

The following sections address the effects of adding the project-generated traffic to the Cumulative No Project volumes derived above.

**Project Trip Generation**

As described in the “construction year” conditions section, the proposed project is expected to generate 79 AM peak hour trips (21 inbound and 58 outbound) and 97 PM peak hour trips (58 inbound and 39 outbound).

**Project Trip Distribution**

The long-term geographic distribution of the project-generated traffic was evaluated to determine whether the orientation of those trips would change over time and, therefore, differ from what was assumed for “construction year” conditions. Based on that evaluation, it was determined that the same basic project-related traffic flow patterns described above (and illustrated on Figure 6) would continue to prevail.

### Intersection Traffic Volumes

Using the project trip generation and trip distribution information described above, the project-related trips were assigned to the future road network and added to the Cumulative No Project volumes. The Cumulative Plus Project traffic volumes for the weekday AM and PM peak hours are illustrated on Figure 9.

### Intersection Level of Service

Table 9 presents the results of the intersection level of service analysis for the Cumulative Plus Project scenario. Appendix G contains the level of service calculation worksheets.

#### *Weekday AM Peak Hour*

All of the study intersections will operate at the same level of service as under Cumulative No Project conditions, and the incremental increases in delay attributable to project-generated traffic will be relatively small. As under Cumulative No Project conditions, three of the study intersections (plus the project access intersection) will conform to the City's LOS C policy. Two intersections are expected to operate at LOS D. The project will cause the average delay value to increase by 0.4 seconds/vehicle at Riley Street/Natoma Street. At Riley Street/East Bidwell Street, the project-related delay increment is projected to be 3.7 seconds/vehicle. In both cases, the project's impact is lower than the City's adopted significance criterion. Riley Street/Bidwell Street will continue to operate at LOS F (due to left-turn delays on the Bidwell Street approach), with a project-related delay increase of 1.2 seconds/vehicle, which is less than the City's 5.0 seconds/vehicle criterion.

Therefore, the project's impact is considered less than significant.

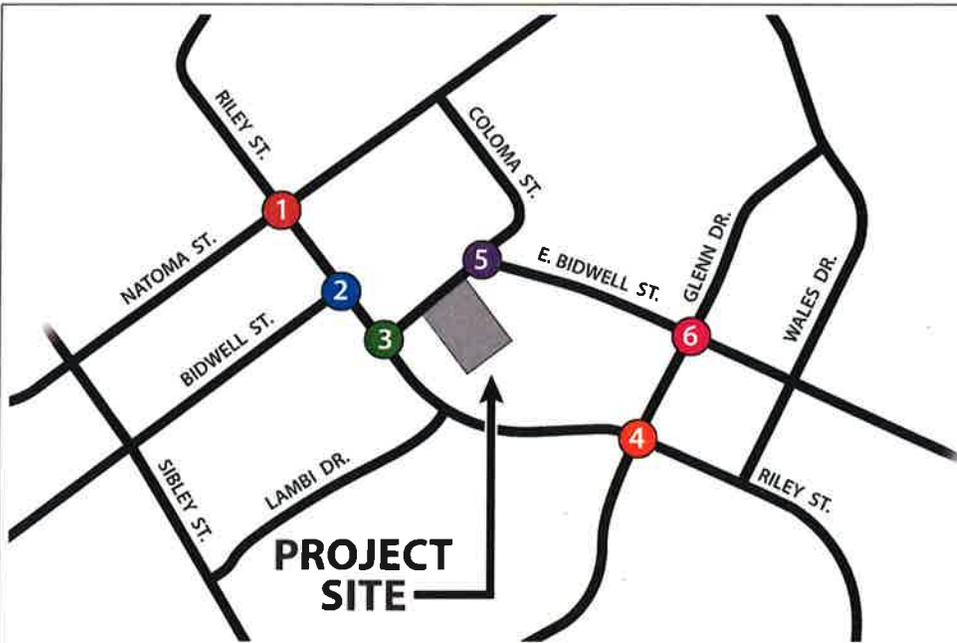
#### *Weekday PM Peak Hour*

Addition of the project-generated traffic in the weekday PM peak hour would result in less-than-significant delay increases at each of the study intersections. Although the projected level of service at five locations is worse than LOS C, the project-related delay increases at those locations (a maximum of 3.1 seconds per vehicle) are less than the City's significance threshold of 5.0 seconds per vehicle. East Bidwell Street/Coloma Street and East Bidwell Street/Project Driveway will operate at acceptable levels of service (LOS C).

Therefore, the project's impact is again considered less than significant.

### **Signal Warrant Analysis**

Although the intersection of Riley Street/Bidwell Street is projected to have sufficient traffic to meet the minimum requirements for installation of a traffic signal under the CMUTCD "Peak Hour" signal warrant, installation of a traffic signal at this location is not recommended due to the considerations described previously.

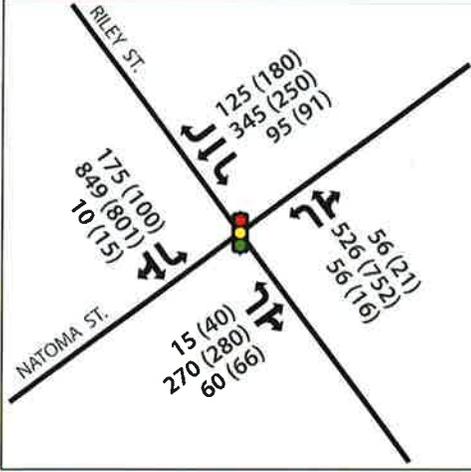


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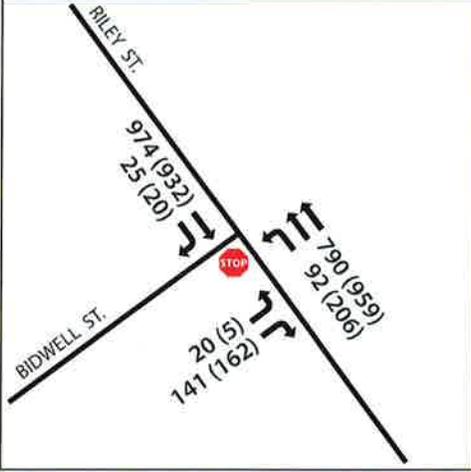
- ### (###) AM (PM) PEAK HOUR TRAFFIC VOLUMES
- TURN LANE
- TRAFFIC SIGNAL
- STOP SIGN
- FREE RIGHT TURN



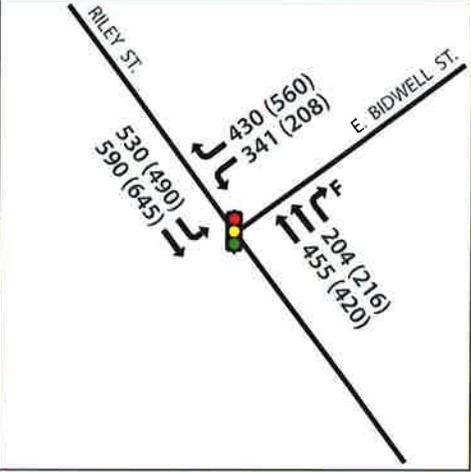
**1 RILEY STREET / NATOMA STREET**



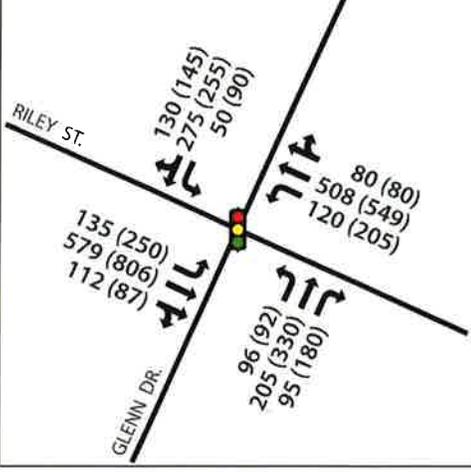
**2 RILEY STREET / BIDWELL STREET**



**3 RILEY STREET / EAST BIDWELL STREET**



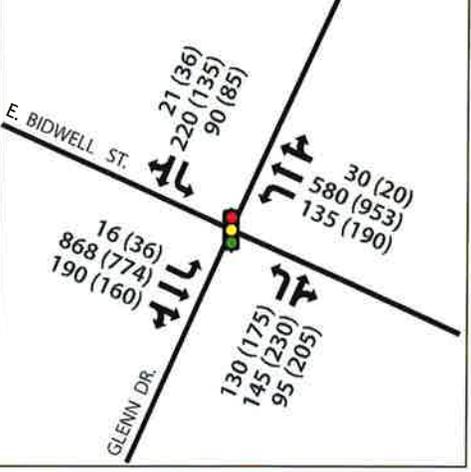
**4 RILEY STREET / GLENN DRIVE**



**5 EAST BIDWELL STREET / COLOMA STREET**



**6 EAST BIDWELL STREET / GLENN DRIVE**



**PEAK HOUR TRAFFIC VOLUMES  
CUMULATIVE + PROJECT CONDITIONS**

**FIGURE 9**

**Table 9  
Level of Service Summary<sup>1</sup>  
Cumulative Plus Project Conditions**

Intersection	Traffic Control	Weekday AM Peak Hour					Weekday PM Peak Hour				
		Cumulative No Project		Cumulative + Project			Cumulative No Project		Cumulative + Project		
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS	Delay Increase <sup>2</sup>	Delay	LOS	Delay	LOS	Delay Increase <sup>2</sup>
Riley Street/Natoma Street	Signal	38.0 <sup>4</sup>	D	38.4	D	0.4	35.4	D	36.2	D	0.8
Riley Street/Bidwell Street	Side-Street STOP <sup>5</sup>	68.3	F	69.5	F	1.2	91.0	F	93.1	F	2.1
Riley Street/East Bidwell Street	Signal	43.1	D	46.8	D	3.7	37.2	D	40.3	D	3.1
Riley Street/Glenn Drive	Signal	33.8	C	34.2	C	0.4	37.6	D	38.1	D	0.5
East Bidwell Street/Coloma Street	Signal	23.5	C	23.5	C	0.0	21.3	C	21.5	C	0.2
East Bidwell Street/Glenn Drive	Signal	26.6	C	27.2	C	0.6	39.9	D	40.2	D	0.3
East Bidwell Street/Project Driveway	Side-Street STOP <sup>4</sup>	N.A. <sup>6</sup>	N.A.	22.3	C	N.A.	N.A.	N.A.	21.8	C	N.A.

Notes:  
<sup>1</sup> Reference: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010.  
<sup>2</sup> Average control delay (seconds per vehicle).  
<sup>3</sup> Level of service.  
<sup>4</sup> Shaded cell denotes unacceptable level of service.  
<sup>5</sup> Worst-case minor movement delay shown for STOP-sign-controlled intersection.  
<sup>6</sup> Not applicable. Intersection does not exist under "no project" conditions.

*Mitigation Measures*

As described above, in both peak-hour periods, the Bidwell Pointe project is expected to result in less-than-significant impacts to traffic operations at the study intersections under cumulative conditions. Although several study intersections are projected to fail to conform to the City's level of service standard, the incremental increases in delay at those locations are less than the City's significance threshold of 5.0 seconds per vehicle.

Therefore, no off-site mitigation measures are recommended.

## **PROJECT ACCESS AND CIRCULATION ANALYSIS**

This section describes the analysis of the proposed project's vehicular access system. As described earlier, the proposed project will be served by a single driveway on East Bidwell Street.

### ***Proposed Sutter Middle School Access Improvements***

Vehicular access at the proposed project will also be affected by the improvements proposed at Sutter Middle School, on the opposite side of East Bidwell Street. (See Appendix C) Key access-related elements of those improvements include the following:

- Consolidation of school-related ingress activity at the modified intersection of East Bidwell Street/Coloma Street; school-related vehicles will also exit at this location. The proposed intersection modification includes addition of a fourth (north) leg to directly serve school traffic. A traffic signal will also be installed at the intersection.
- A new exit-only driveway will be constructed roughly 350 feet east of Riley Street. That driveway will be restricted to right-turns-only.
- The existing mid-block pedestrian crosswalk on East Bidwell Street (about 550 feet east of Riley Street) will be removed. With elimination of the school-related facilities on the proposed project site, the need for the crosswalk will no longer exist.

### ***Project Access Driveway***

As shown earlier on Figure 2, a single vehicular access driveway on East Bidwell Street is planned to serve the proposed project. That driveway would be located at the mid-point of the project's East Bidwell Street frontage, roughly 470 feet northeast of the centerline of Riley Street. It is proposed to provide full access (i.e., all turning movements would be allowed). Traffic exiting the project at this location would be controlled by a STOP sign.

### ***Access Analysis***

Using the Cumulative Plus Project traffic volumes, analyses were performed to address the operation and configuration of the proposed project access point. Those analyses addressed:

- Driveway spacing,
- Turn restrictions,
- Right-turn deceleration lanes or tapers,
- Sight distance,
- Driveway traffic control (i.e., signal or STOP-sign control), and
- Minimum recommended throat depth.

### **Driveway Spacing**

The proposed driveway will be located about 470 feet northeast of the centerline of Riley Street and 250 feet southwest of an existing driveway serving a Shell gasoline station at the adjacent development

on East Bidwell Street. An exit-only, right-turn-only driveway from the school facilities on the north side of East Bidwell Street is proposed to be located about 120 feet southwest of the project driveway.

Spacing of the proposed project driveway relative to the Shell station driveway described above exceeds the City's standard guideline of 150-foot minimum spacing, where feasible.

Because the proposed school driveway is restricted to exiting traffic only, conflicts relating to the potential for interlocking left turns by entering vehicles will be non-existent. The school driveway is also proposed to be limited to right-turns-only, so potential vehicular conflicts are further limited. These factors effectively mitigate the fact that this driveway is slightly closer than the City typically prefers.

Based on these considerations, the access point spacing cited here has been determined to be acceptable.

#### Turn Restrictions

Unsignalized driveways may be subject to restrictions on certain turning movements, based on City of Folsom policies. In particular, outbound left-turns are generally prohibited on six-lane roadways.

Left turns entering the proposed driveway would be facilitated by the existing left-turn lane on East Bidwell Street. That left-turn lane serves an existing driveway that is located about 75 feet southwest of the proposed driveway. Consequently, it will be necessary to modify the left-turn lane, as well as to relocate the nose of the existing painted median (located southwest of the proposed driveway) to effectively serve the new driveway and to help define its location for drivers.

As noted above, the existing mid-block pedestrian crosswalk on East Bidwell Street (which is located roughly 80 feet northeast of the proposed project driveway) will be removed as part of the Sutter Middle School improvements. This creates the opportunity to lengthen the left-turn lane to meet the needs of the proposed project.

The level of service analysis for the proposed East Bidwell Street/Project Driveway intersection indicated that the projected 95<sup>th</sup>-percentile queue at the driveway is 1 - 2 vehicles (i.e., 25 - 50 feet). It is recommended that the modified left-turn lane be 75-feet long. In the unlikely event that queues of entering vehicles exceed 75 feet in length, the overflow would be fully accommodated by the existing two-way-left-turn lane on East Bidwell Street. In addition, the existing painted median on East Bidwell Street (to the southwest of the proposed project driveway) should be extended to conform to the location of the new driveway; the nose of the painted median will be relocated approximately 90 feet to the northeast.

With the modifications to the existing left-turn lane described here, no turn restrictions are recommended at the proposed driveway.

#### Right-Turn Deceleration Lanes or Tapers

The following guidelines are typically used in the City of Folsom for consideration of the need for right-turn deceleration lanes or tapers at private driveways located on roads with travel speeds of 45 miles per hour or greater:

- If the peak-hour right-turn volume into a private driveway is projected to be less than 10 vehicles per hour, no improvements are necessary.
- If the right-turn volume into a private driveway is projected to be 10 - 50 vehicles per hour, a right-turn deceleration taper should be constructed.
- If the right-turn volume into a private driveway is projected to be more than 50 vehicles per hour, a right-turn deceleration lane should be constructed.

Although the City has not formally adopted these guidelines, they are consistent with standards used by other jurisdictions in the area.

As noted above, East Bidwell Street has a 35 MPH speed limit, so these guidelines do not apply. If they were to be applied, they would suggest the need for a right-turn taper at the project driveway (based on 26 PM peak-hour right turns).

On East Bidwell Street, a bike lane exists along the project frontage that could aid drivers making right turns into the project site. Further, none of the existing driveways and side streets along East Bidwell Street in the vicinity of the project site have either tapers or right-turn lanes. In light of these factors and the relatively low right-turn volumes at the project, no right-turn tapers or lanes are recommended.

#### Sight Distance

To ensure that drivers will be able to enter and exit the site safely, a stopping sight distance analysis was conducted at the proposed driveway location using information provided in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2011).

East Bidwell Street has a posted speed limit of 35 MPH. Furthermore, the most recent radar speed survey conducted for the City on East Bidwell Street (2010) indicated that the 85<sup>th</sup>-percentile speed was also 35 MPH (i.e., 85 percent of drivers were traveling at or below 35 MPH) and the average speed was 32 MPH.

Based on criteria established in the AASHTO document, a 35 MPH travel speed calls for 250 feet of clear stopping sight distance. To account for drivers that might exceed the posted speed limit, a design value of 305 feet, the stopping sight distance value for 40 MPH, was used in this evaluation.

Field investigations at the proposed access location revealed no significant limitations on sight distance for drivers entering or exiting the project site. Looking west, exiting drivers will have clear sight distance all the way to Riley Street, almost 500 feet away. Westbound drivers making a left turn into the site also have more-than-adequate clear visibility. To the east, more-than-adequate clear sight distance will also be available, as drivers can practically see to Coloma Street. Thus, more than adequate sight distance is available for entering and exiting drivers in both directions.

Based on the field observations described here, adequate sight distance is expected to be available to allow safe operation of the proposed project driveway, although landscape materials must be kept low to avoid blocking sight lines on each side of the driveway.

### Driveway Traffic Control

The project driveway is proposed to be controlled by a STOP sign on the outbound approach. To determine whether this form of traffic control will be adequate to meet the needs of motorists traveling to and from the project, an analysis of the potential for signalization of the driveway was performed. The need for installation of a traffic signal at a given location is judged relative to a defined set of traffic signal “warrants.” The current signal warrants are documented in “Part 4 – Highway Traffic Signals” of the *California Manual on Uniform Traffic Control Devices 2012* (Caltrans, November 7, 2014). Nine such warrants have been defined in this latest revision of the California MUTCD, although not all warrants are relevant to each case. This analysis was conducted using Warrant 3, the “Peak Hour” signal warrant.

Because of the relatively low volume of traffic to be generated by the proposed project, the driveway will not have sufficient traffic under any analysis scenario to meet the minimum requirements for consideration of traffic signal installation. In addition, the driveway intersection is located about 470 feet from the signalized Riley Street/East Bidwell Street intersection. This distance is substantially less than the City’s minimum preferred signal spacing of 1,000 feet.

Therefore, exiting traffic at the project driveways should be controlled by a STOP sign, with free-flowing traffic on East Bidwell Street.

### Minimum Recommended Throat Depth

The minimum recommended throat depth (MRTD) for outbound traffic under “Cumulative Plus Project” conditions was estimated at the proposed project driveway. Adequate throat depth is necessary on the internal roadways to provide enough stacking distance for exiting vehicles so that the first on-site driveway or cross street is not blocked. This minimizes the possibility of entering vehicles queuing back onto East Bidwell Street.

An analysis was conducted to determine the expected “95<sup>th</sup>-percentile” queue length (i.e., there is a 95 percent probability that the actual queue at the driveway will be equal to or shorter than the projected queue). The MRTD was derived from the *Highway Capacity Manual* intersection capacity calculations.

The analysis indicated that 25 - 50 feet (i.e., 1 - 2 vehicles) of throat depth will be needed at the driveway in the AM and PM peak hours. The project site plan shows that adequate throat depth is provided at the driveway, with about 110 feet available.

### Pedestrian Safety

Potential pedestrian safety issues that might arise in connection with the proposed residential project were also considered. The intersection of East Bidwell Street/Riley Street has all of the necessary equipment and fixtures required to serve the needs of pedestrians, including marked crosswalks, pedestrian signals with push buttons, and wheelchair ramps.

In addition, a standard sidewalk exists along the project frontage and along the entire length of East Bidwell Street from Riley Street to Coloma Street and beyond.

Although the existing mid-block crosswalk on East Bidwell Street will be removed as part of the Sutter Middle School improvements, the pedestrian demand that created a need for that crosswalk will no longer exist when the school-related facilities are removed from the project site. Although the proposed project will generate some level of pedestrian demand, it is expected to be substantially less than currently exists. Further, mid-block crosswalks have widely variable safety records, as motorists often fail to notice pedestrians in those facilities. Consequently, removal of the mid-block crosswalk is not expected to result in a substantial reduction in pedestrian safety.

All things considered, the existing pedestrian facilities are expected to safely serve the needs of pedestrians in the project area.

#### *Bicycle Safety*

On-street (“Class II”) bike lanes exist along both sides of East Bidwell Street between Riley Street and Coloma Street.

The project also proposes to provide bike racks. In accordance with the City’s *Design Guidelines for Multi-Family Development*, the project should provide one bicycle parking space for every five units (i.e., 28 spaces). The bicycle parking should be distributed evenly around the project site.

These facilities should adequately meet the needs of bicyclists in the vicinity of the project, and no additional bicycle amenities are recommended.

#### ***Access System Recommendations***

Key findings and recommendations resulting from the access analysis described above include the following:

- The proposed driveway spacing conforms to City of Folsom practice.
- No turn restrictions are necessary at the proposed project driveway on East Bidwell Street (i.e., full access is appropriate).
- The existing left-turn lane serving southwest bound traffic on East Bidwell Street should be modified to meet the needs of project traffic. It should be 75-feet long.
- The existing painted median on East Bidwell Street west of the project driveway should be extended to conform to the location of the new driveway.
- No right-turn lane or taper is recommended at the driveway.
- The project driveway will have adequate sight distance for entering and exiting drivers, although care must be taken to avoid blocking sight lines on either side of the driveway.
- STOP-sign control should be employed at the project driveway.
- The site plan provides adequate throat depth at the driveway.

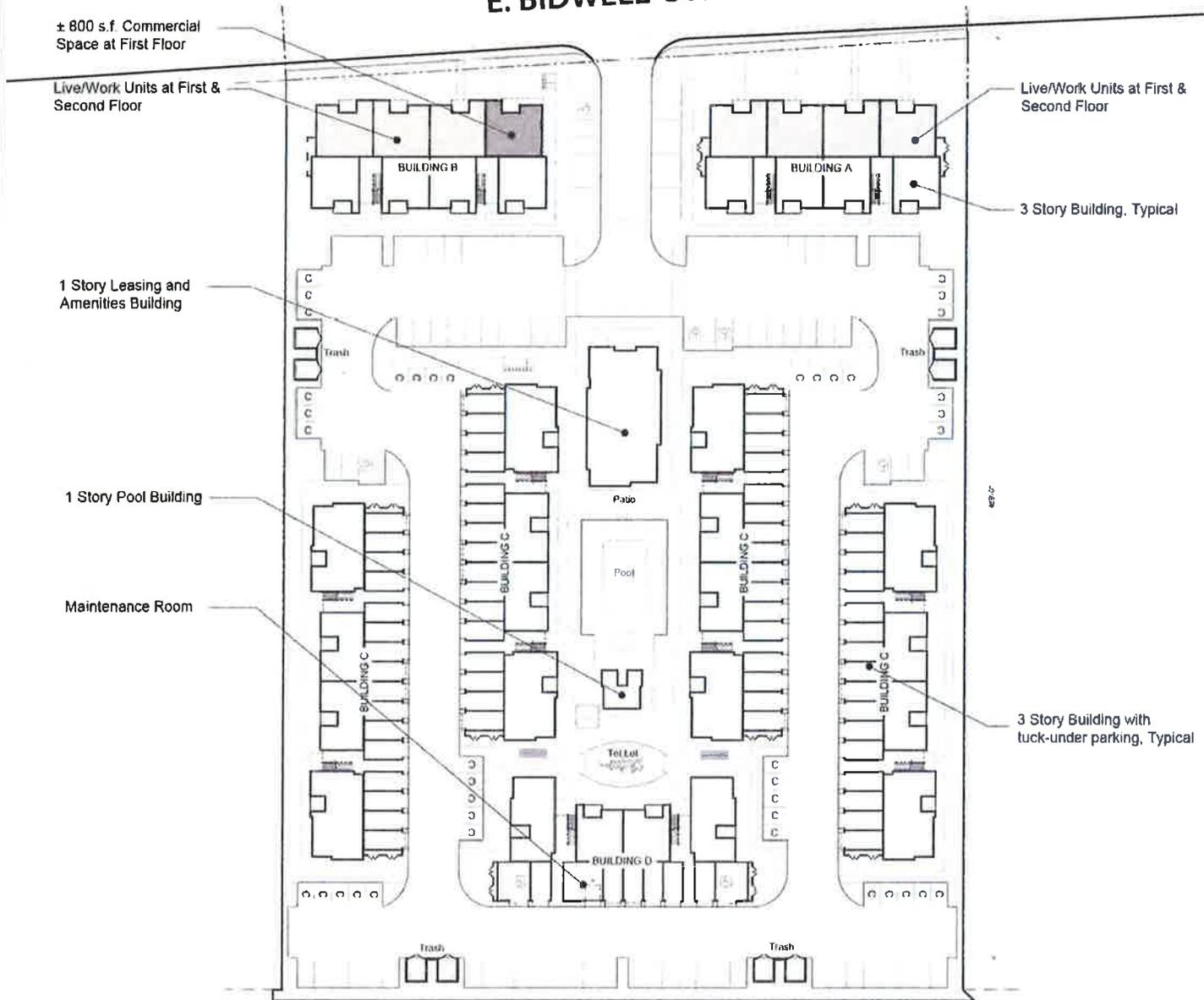
These findings and recommendations are illustrated on Figure 10.

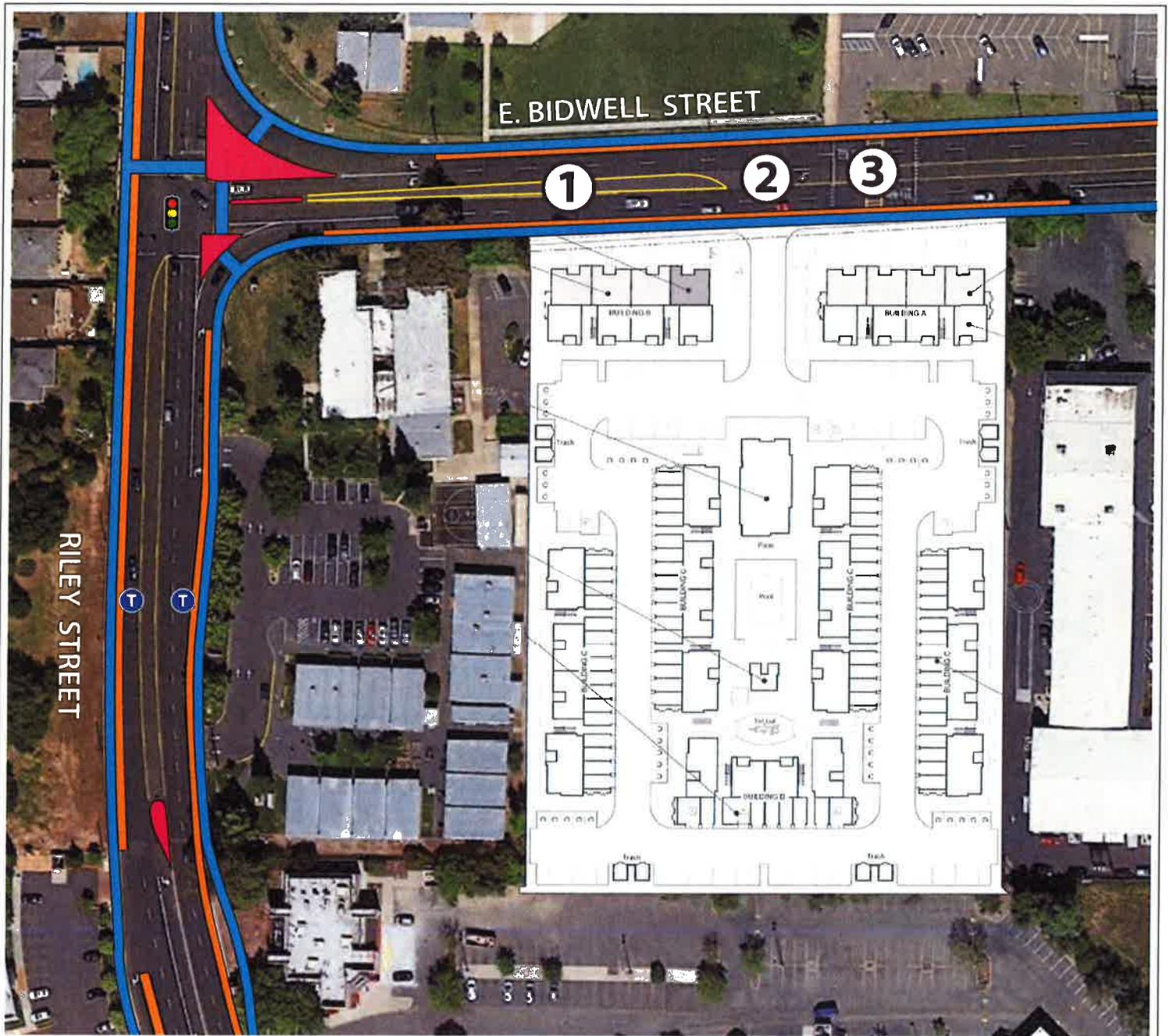
***Transportation System Recommendations***

Figure 11 illustrates the proposed transportation system in the immediate vicinity of the project site, including removal of the existing mid-block crosswalk and the left-turn lane and median modifications on East Bidwell Street. As noted above, the project is also required to provide 28 on-site bicycle parking spaces. No other system changes are recommended.

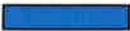
- Full access (all turn movements OK)
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK  
(Use only low-growing landscape material at driveway)
- Adequate throat depth

## E. BIDWELL STREET





**LEGEND**

-  SIDEWALK / CROSSWALK
-  BIKE LANE / PATH
-  RAISED MEDIAN
-  TRAFFIC SIGNAL
-  TRANSIT STOP

- ① Extend painted median to project driveway
- ② Align 75-ft. left-turn lane with project driveway
- ③ Remove crosswalk

# EXHIBIT C

# **ENVIRONMENTAL NOISE ASSESSMENT**

**Bidwell Pointe  
Folsom, California**

**Prepared For**

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**April 2017**



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## **Introduction**

RCH Group (RCH) has conducted this environmental noise assessment for Bidwell Pointe (Proposed Project). The Proposed Project is located at the southeast corner of East Bidwell Street and Riley Street, in the City of Folsom, California, and would consist of construction and operation of a 140-unit multifamily development and 800 square feet of commercial space. The site is approximately 4.2 acres and consists of a baseball field and parking lot. The site is adjacent to Folsom Lake High School to the southwest and Sutter Middle School to the northwest (across from E. Bidwell Street).

This report analyzes the noise impacts from the Proposed Project and is prepared in a format to answer the noise questions identified in the Initial Study Environmental Checklist Form in Appendix G of the *CEQA Guidelines*. This report provides an overview of existing noise levels measured at the site, local noise regulatory framework, and an analysis of potential noise impacts that would result from construction and operation of the Proposed Project.

## **Noise Evaluation**

Noise impacts are evaluated by estimating noise levels in the area and determining the noise compatibility of the Proposed Project. The analysis considers existing noise levels at the site and noise impacts of the Proposed Project.

## **Noise Thresholds of Significance**

Noise impacts would be significant if:

- Standards contained in the Noise Element or City Noise Ordinance would be exceeded.
- Operational changes would increase ambient noise levels (L<sub>dn</sub>, CNEL, or hourly L<sub>eq</sub>) by 5 dB or more<sup>1</sup>.
- Construction would involve activities that could cause substantial vibration at sensitive structures.
- Construction would conflict with the City of Folsom construction hours.
- The project would expose residents to excessive aircraft noise.

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<sup>1</sup> The Federal Interagency Committee on Noise (FICON) developed noise guidance to be used for the assessment of project-generated increases in noise levels that take into account the ambient noise level. An increase of 5 dB or greater would typically be considered to result in increased levels of annoyance where existing noise levels are less than 60 dB. Within areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB or greater (FICON, 2000).

## Noise Analysis

### CEQA Guidelines Appendix G Environmental Checklist

XII. NOISE -- Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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 expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

a) *Would the Proposed Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* **Less-than-Significant Impact.**

#### **Noise Descriptors**

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the “loudness” of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear’s reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A-weighted sound level over a given time period (Leq)<sup>2</sup>; average day-night 24-hour average sound level (Ldn)<sup>3</sup> with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL)<sup>4</sup>, also a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

**Table 1** identifies decibel levels for common sounds heard in the environment.

**Table 1: Typical Noise Levels**

Noise Level (dB)	Outdoor Activity	Indoor Activity
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock Band
80–90	Diesel truck at 50 feet	Loud television at 3 feet
70–80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60–70	Commercial area	Normal speech at 3 feet
40–60	Quiet urban daytime, traffic at 300 feet	Large business office, dishwasher next room
20–40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10–20		Broadcast / recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing

Source: (modified from Caltrans Technical Noise Supplement, 1998)

### **Noise Attenuation**

Stationary point sources of noise, including construction equipment, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). A street or roadway with moving vehicles (known as a “line” source), would typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles

<sup>2</sup>The Equivalent Sound Level (Leq) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time-varying sound energy in the measurement period.

<sup>3</sup>Ldn is the day-night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

<sup>4</sup>CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 p.m., and an addition of a 10-decibel penalty in the night between 10:00 p.m. and 7:00 a.m.

from the source, which also depends on ground absorption (CalTrans, 1998). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, will increase the attenuation that occurs by distance alone.

### ***Regulatory Framework***

#### State Guidelines

State Land Use Compatibility Standards for Community Noise are provided in the State of California General Plan Guidelines. The guidelines indicate that a Community Noise Exposure up to 65 (Ldn or CNEL) is Normally Acceptable for Multi-Family Residential, and a Community Noise Exposure up to 70 (Ldn or CNEL) is Conditionally Acceptable (City of Folsom, 2014).

#### General Plan Noise Element

The Noise Element of the City of Folsom has the same compatibility standards for multi-family residential as the State (described above).

The Noise Element of the City of Folsom General Plan contains criteria for stationary noise sources as well as transportation noise sources. The Noise Element contains an interior hourly maximum noise standard of 45 dB for enclosed sleeping areas of residences to ensure that noise sources do not interfere with sleep.

According to Policy 30.5, for noise due to traffic on public roadways, railroad line operations, and aircraft:

“New development of residential or other noise sensitive land uses will not be permitted in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to 60 dB Ldn/CNEL or less in outdoor activity areas and interior noise levels to 45 dB Ldn/CNEL or less. Where it is not possible to reduce exterior noise due to these sources to 60 dB Ldn/CNEL or less by incorporating a practical application of the best available noise reduction technology, an exterior noise level of up to 65 dB Ldn/CNEL will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn/CNEL with the windows and doors closed.”

#### Noise Ordinance

In the Noise Ordinance, the City of Folsom has established a noise policy on all construction projects within or near residential areas. Construction noise is allowed from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on weekends.

### ***Existing Noise Sources and Levels***

To quantify existing ambient noise levels, RCH group conducted one long-term (48-hour) and six short-term (10-minute) noise measurements at the Proposed Project site. Noise measurements were made using Metrosonics db308 Sound Level Meters calibrated before and after the measurements. To measure existing 24-hour noise levels at the project site, a noise meter was placed towards the center of the project site, 180 feet from the centerline of E. Bidwell Street and adjacent to the baseball field (Site 2). Additional short-term measurements were conducted at Site 2 as well as along E. Bidwell Street (Site 1, 50 feet from the E. Bidwell Street centerline), the northeast corner of the baseball field (Site 3, 250 feet from the E. Bidwell Street centerline and along the northeast perimeter of the site), the southeast perimeter of the site (Site 4, 470 feet from the Riley Street centerline), the entrance to the high school (Site 5, 100 feet from the Riley Street centerline), and the southwest perimeter of the baseball field (Site 6, 290 feet from the Riley Street

centerline and along the southwest perimeter of the site).

The noise measurements are summarized in **Table 2** below. The Noise Appendix includes 24-hour noise plots of the data and a figure showing noise measurement locations. The main source of noise in the vicinity of the proposed multi-family apartments was traffic noise from E. Bidwell Street and Riley Street. Additional noise sources included airplanes and school bells from Sutter Middle School.

**Table 2: Existing Noise Measurements**

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: Northwest perimeter of site, 50 feet southeast of the E. Bidwell Street centerline	Tuesday February 28, 2017 9:48 a.m. to 9:58 a.m.	5-minute Leq's: 63, 64	Traffic on E. Bidwell Street is 58-73 dB. Background level is 50 dB. Some noise from Riley Street and from cars entering the parking lot. Quieter noises include middle school children and birds.
Site 1: Northwest perimeter of site, 50 feet southeast of the E. Bidwell Street centerline	Friday March 3, 2017 10:03 a.m. to 10:13 a.m.	5-minute Leq's: 61, 62	Traffic on E. Bidwell Street is 55-66 dB. Truck is 72 dB. Background level is 44 dB. Traffic on Riley street is 47 dB and car entering parking lot is 53 dB. Quieter noises include birds and pedestrians.
Site 2: Northwest perimeter of baseball field, 180 feet southeast of the E. Bidwell Street centerline	March 1, 12:00 a.m. through March 2, 11:59 p.m. 2017 Wednesday - Thursday 48-hour measurement	Hourly Leq's ranged from: 46-61  CNELs: 61, 60	Unattended noise measurements do not specifically identify noise sources
Site 2: Northwest perimeter of baseball field, 180 feet southeast of the E. Bidwell Street centerline	Tuesday February 28, 2017 10:08 a.m. to 10:18 a.m.	5-minute Leq's: 55, 57	Traffic on E. Bidwell Street is 54-62 dB (Motorcycle 67 dB). Middle school bell is 59 dB. Background level is 50 dB. Quieter noises include a distant siren, high school PA announcement, middle school children, and birds.
Site 2: Northwest perimeter of baseball field, 180 feet southeast of the E. Bidwell Street centerline	Friday March 3, 2017 10:22 a.m. to 10:32 a.m.	5-minute Leq's: 57, 56	Traffic on E. Bidwell Street is 55-59 dB. Trucks are 59-61 dB. Nearby siren and honk (not on Bidwell) is 65 dB. Background level is 44 dB. Quieter noises include birds.
Site 3: Northeast corner of baseball field, 250 feet	Tuesday February 28, 2017 10:30 a.m. to 10:40 a.m.	5-minute Leq's: 57, 57	Traffic on E. Bidwell Street is 52-69 dB. Airplane is 65 dB. Motorcycle is 59 dB. Background

southeast of the E. Bidwell Street centerline			level is 49 dB. Quieter noises include building noise (hum), high school PA announcement, middle school children, and birds.
Site 3: Northeast corner of baseball field, 250 feet southeast of the E. Bidwell Street centerline	Friday March 3, 2017 10:39 a.m. to 10:49 a.m.	5-minute Leq's: 52, 55	Traffic on E. Bidwell Street is 50-52 dB. Trucks are 55-58 dB. Airplane is 60 dB. Traffic on Riley Street is 44-49 dB. Background level is 43 dB. Quieter noises include birds, middle school children, and pedestrians.
Site 4: Southeast perimeter of site, 470 feet northeast of the Riley Street centerline	Tuesday February 28, 2017 11:03 a.m. to 11:13 a.m.	5-minute Leq's: 50, 49	Traffic on Riley Street and E. Bidwell Street is 49-54 dB. Middle school bell is 52-56 dB. Airplane is 53 dB. Background level is 47 dB. Quieter noises include building noise (buzz), birds, and wind rustling leaves.
Site 4: Southeast perimeter of site, 470 feet northeast of the Riley Street centerline	Friday March 3, 2017 11:05 a.m. to 11:15 a.m.	5-minute Leq's: 51, 50	Traffic on Riley Street and E. Bidwell Street is 49-50 dB (Motorcycle 54 dB). Truck in parking lot is 55-59 dB. Airplane is 51 dB. Background level is 46 dB. Quieter noises include building noise, birds, and pedestrians.
Site 5: Entrance to the high school, 100 feet northeast of the Riley Street centerline	Tuesday February 28, 2017 11:24 a.m. to 11:34 a.m.	5-minute Leq's: 73, 58	Traffic on Riley Street is 55-65 dB. Siren and honk are 80 dB and 92 dB respectively. Motorcycle is 78 dB. Background level is 54 dB. Quieter noises include a car idling, high school bell, and construction noise.
Site 5: Entrance to the high school, 100 feet northeast of the Riley Street centerline	Friday March 3, 2017 11:24 a.m. to 11:34 a.m.	5-minute Leq's: 68, 64	Construction noise and traffic on Riley Street is 60-65 dB. Passing truck is 66 dB and bus is 68 dB. Construction truck loading is 75 dB. Quieter noises include cars driving through the parking lot.
Site 6: Southwest perimeter of baseball field, 290 feet northeast of the Riley Street centerline	Tuesday February 28, 2017 11:45 a.m. to 11:55 a.m.	5-minute Leq's: 50, 51	Traffic on Riley Street and E. Bidwell Street is 47-53 dB. Truck passing through south parking lot is 58 dB. Airplane is 56 dB. Background level is 45 dB. Quieter noises include distant sirens and middle school children.

Site 6: Southwest perimeter of baseball field, 290 feet northeast of the Riley Street centerline	Friday March 3, 2017 11:38 a.m. to 11:48 a.m.	5-minute Leq's: 51, 47	Traffic on E. Bidwell Street is 44-49 dB. Truck is 54 dB. Middle school bell is 54-55 dB. Airplane is 64 dB. Background level is 41 dB. Quieter noises include birds, middle school children, and high school building air conditioning.
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Source: RCH Group, 2017

### ***Existing Sensitive Receptors***

Noise sensitive receptors (land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise) typically include residential dwellings, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. The nearest sensitive receptors to the project site are Folsom Lake High School and Sutter Middle School.

### ***Traffic Noise Impacts***

As discussed above, the predominant noise sources at the project site is traffic noise.

As shown in **Table 2**, the 24-hour noise level towards the center of the project site (Site 2) ranged from 60 - 61 dB CNEL.

The Noise Element of the General Plan contains noise contours for this region, which provide distances at which a reasonable level of noise can be expected. The City has established a baseline comfortable noise level of 60 dB for residential uses. The 60 dB contour for E. Bidwell Street is 52 feet from the centerline of the street. This indicates that the portion of the Proposed Project within 52 feet of E. Bidwell Street would have noise levels above the 60 dB level set forth in the Noise Element for outdoor activity areas. This would not be a significant impact on the pool area, which is about 150 feet from E. Bidwell Street.

Furthermore, a six-foot wall will be built around the site perimeter, which will further reduce noise levels for residents.

### ***Interior Noise Level Impacts***

The 24-hour noise level 180 feet from the centerline of E. Bidwell Street and adjacent to the baseball field (Site 2) is 60 to 61 dB CNEL. Typical residential construction consistent with the Uniform Building Code (UBC) will provide an exterior-to-interior noise level reduction of no less than 25 dB provided that exterior windows and doors are closed (Bollard Acoustical Consultants Inc., 2005). Therefore, exterior traffic noise exposure on the project site would need to exceed 70 dB CNEL to possibly produce interior noise levels in excess of 45 dB CNEL. Assuming typical residential construction, exterior traffic noise exposure of 61 dB CNEL may produce interior traffic noise levels of approximately 36 dB CNEL. Therefore, the Proposed Project would be below the City of Folsom's interior noise standard of 45 dB CNEL. No noise-mitigating building construction improvements would be needed for the Proposed Project.

### ***Construction Noise Impacts***

Construction activities would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., backhoes, excavators, front loaders, etc.) and other construction equipment (e.g., compactors, pavers, concrete mixers, trucks, etc.).

The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. The maximum noise levels for various types of construction equipment that could be used during project construction are provided in **Table 3** below. Maximum noise levels generated by construction equipment used for the Proposed Project would range from 74 to 89 dB L<sub>max</sub> at a distance of 50 feet. **Table 4** gives average typical construction activity noise levels at 50 feet.

**Table 3: Typical Noise Levels from Construction Equipment (L<sub>max</sub>)**

Construction Equipment	Noise Level (dB, L <sub>max</sub> at 50 feet)
Dump Truck	76
Air Compressor	78
Backhoe	78
Dozer	82
Compactor (ground)	83
Crane	81
Excavator	81
Flat Bed Truck	74
Paver	77
Grader	85
Compressor (Air)	78
Generator	81
Roller	80
Vibratory Concrete Mixer	80
Concrete Mixer Truck	79
Jackhammer	89
Front End Loader	79

Notes: L<sub>max</sub> = maximum sound level

Source: *Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide*, 2006.

**Table 4: Typical Construction Activities Noise Levels**

Construction Phase	Noise Level (dB Leq at 50 feet)
Ground Clearing	83
Excavation	88
Foundations	81
Erection	81
Finishing	88

Notes: Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

Leq = equivalent sound level

Source: U.S. Environmental Protection Agency, Legal Compilation, 1973

Project construction would result in a temporary increase in ambient noise levels in the vicinity of the Proposed Project. The noisiest construction activities would occur during the first week of construction during demolition of the existing parking lot. As shown in Tables 3 and 4, the estimated construction noise

levels at a distance of 50 feet could reach almost 90 dBA Leq if there are no intervening barriers (excluding pile driving). Pile driving would be higher but will not be conducted as part of the Proposed Project. Construction noise levels would be less than this estimate most of the time and would fluctuate throughout the day because equipment would not be in use at one location for an extended period of time.

The proposed construction activities would be within 15 feet of the nearest sensitive receptors, Folsom Lake High School classrooms that are west of the project site. Construction activities could result in unwanted noise at these classrooms. The construction company is advised to coordinate with Folsom Lake High School such that the noisiest construction near the school be completed during times that do not interfere with school activities.

Project construction would comply with the City of Folsom construction noise guidelines set forth in the Noise Ordinance that allow construction noise from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on weekends. Construction activities and associated worker trips would occur within the allowable hours contained in the City of Folsom construction noise guidelines. Since construction activities would comply with the City of Folsom construction hours, construction noise would result in a less-than-significant impact.

### ***Operational Noise Impacts***

After construction, impacts from the Proposed Project would include any noise generated by the residences that would affect surrounding land uses. In general, residences are one of the quietest land uses (other than open space), and noise from the residences would be considered compatible with the surrounding residences. Any permanent increase in ambient noise levels in the project vicinity would not be substantially greater than existing levels without the project and would result in a less-than-significant noise increase.

The primary source of operational noise from the Proposed Project would be new vehicle trips from project residents. Project-generated traffic could result in noise increases along roadway segments in the Proposed Project area. Traffic-related noise was modeled using traffic data from MRO Engineers, Inc. and the FHWA traffic model. Due to the high traffic levels on E. Bidwell Street and Riley Street, traffic noise from the Proposed Project would not increase noise levels more than 1 dB at any one location. Persons would not be exposed to noise levels in excess of applicable standards. The noise impact would be less than significant.

### *b) Would the Proposed Project expose persons to or generate excessive groundborne vibration or groundborne noise levels?* **Less-than-Significant Impact**

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in **Table 5**. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inch per second or less is sufficient to avoid structural damage. The Federal Transit Administration recommends a threshold of 0.5 ppv for residential and commercial

structures, 0.25 ppv for historic buildings and archaeological sites, and 0.2 ppv for non-engineered timber and masonry buildings (FTA 2006).

**Table 5: Representative Vibration Source Levels for Construction Equipment**

Equipment		Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 15 feet
Pile Driver (impact)	upper range	1.518	3.266
	typical	0.644	1.386
Pile Driver (sonic)	upper range	0.734	1.579
	typical	0.170	0.366
Vibratory Roller		0.210	0.452
Large Bulldozer		0.089	0.191
Loaded Trucks		0.076	0.164
Jackhammer		0.035	0.075
Small Bulldozer		0.003	0.006

Source: Federal Transit Administration, 2006.

Note: Vibration levels at 15 feet were calculated using the equation provided by FTA that may be used to estimate vibration at different distances based on a reference ppv at 25 feet for various construction equipment.

The Proposed Project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers that could be above 0.5 ppv). The closest structures to the Proposed Project site are approximately 15 feet away. As shown in **Table 5**, the predicted vibration levels from vibratory rollers, bulldozers, loaded trucks, and jackhammers at a distance of 15 feet would not exceed the 0.5 ppv threshold for residential and commercial structures. It is assumed that pile drives would not be used for construction of the Proposed Project. Vibrational impacts from construction would be **less than significant**.

*c) Would the Proposed Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **Less-than-Significant Impact***

As discussed in a) above, the primary source of noise affecting the area would be from existing and cumulative traffic increases not related to this Proposed Project. Traffic from the Proposed Project would increase noise levels less than 1 dB in all locations. Permanent noise impacts would be **less than significant**.

*d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Less-than-Significant Impact***

#### **Temporary Construction Noise**

Construction activities would include site grading, clearing and excavation work associated with site preparation. The on-site equipment required for construction activities are expected to include excavators, graders, and haul trucks, amongst other construction equipment. According to the United States Environmental Protection Agency (U.S. EPA, 1971), the noise levels of primary concern are often associated with the site preparation phase because of the on-site equipment used for clearing, grading, and excavation. Typical equipment noise levels can range from 74 to 89 dB at 50 feet, as shown in **Table 3**. Pile driver noise can reach 101 dB, but pile driver would not be needed for the Proposed Project. Sensitive

receptors surrounding the Proposed Project site could be exposed to increased levels of noise during construction.

The City of Folsom Noise Ordinance exempts construction operations that occur between 7:00 a.m. and 6:00 p.m., Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on Saturdays and Sundays, from the applicable noise standards. However, if construction operations were to occur during the noise-sensitive hours, the applicable noise standards could potentially be exceeded at the aforementioned sensitive receptors surrounding the project site. However, because the City has determined that all construction within the City limits must comply with the City's Noise Ordinance, nighttime construction activities would not occur and construction noise associated with use of on-site equipment during the construction phases would be **less than significant**.

*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 expose people residing or working in the project area to excessive noise levels? **No Impact***

The project site is not located within an area covered by an airport land use plan or within two miles of a public or public use airport. Development on the site would not expose people working or residing at the project site to excessive airport noise levels and **no impact** would occur.

*f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? **No Impact***

There are no private airstrips located near the project site. The Proposed Project would not increase onsite exposure to aircraft noise. Thus, **no impact** would occur.

## References

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- Federal Highway Administration (FHWA), 2006. *Roadway Construction Noise Model User's Guide*, 2006.
- Federal Interagency Committee on Noise (FICON), 2000. *Discussion of Methodologies of Measuring Noise Impact*, October 22, 2000.
- Federal Transit Administration (FTA), 2006. *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06)*, 2006.
- U.S. Environmental Protection Agency, 1973. *Legal Compilation*, 1973.

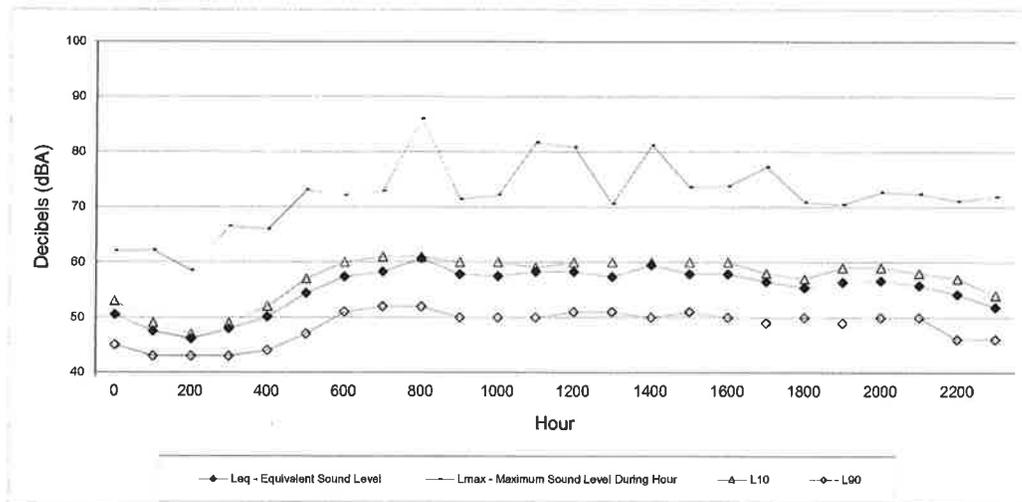
## **Bidwell Pointe Noise Appendix**

Site 2 – 24-Hour Noise Plots (2 pages)

Traffic Noise Model Results

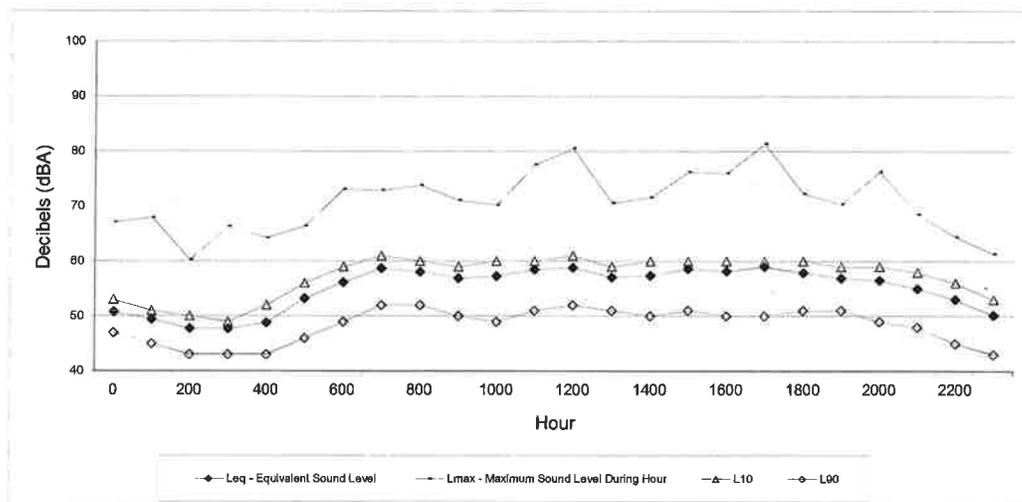
Noise Measurement Locations Figure





Site 2: Northwest edge of baseball field  
Wednesday March 1, 2017

Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During		
		Hour	L10	L90
0	51	62	53	45
100	48	62	49	43
200	46	59	47	43
300	48	67	49	43
400	50	66	52	44
500	54	73	57	47
600	57	72	60	51
700	58	73	61	52
800	61	86	61	52
900	58	71	60	50
1000	58	72	60	50
1100	58	82	59	50
1200	58	81	60	51
1300	57	71	60	51
1400	60	81	60	50
1500	58	74	60	51
1600	58	74	60	50
1700	57	77	58	49
1800	55	71	57	50
1900	56	71	59	49
2000	57	73	59	50
2100	56	72	58	50
2200	54	71	57	46
2300	52	72	54	46



Site 2: Northwest edge of baseball field  
Thursday March 2, 2017

Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During		
		Hour	L10	L90
0	51	67	53	47
100	49	68	51	45
200	48	60	50	43
300	48	66	49	43
400	49	64	52	43
500	53	66	56	46
600	56	73	59	49
700	59	73	61	52
800	58	74	60	52
900	57	71	59	50
1000	57	70	60	49
1100	59	78	60	51
1200	59	81	61	52
1300	57	71	59	51
1400	57	72	60	50
1500	59	76	60	51
1600	58	76	60	50
1700	59	81	60	50
1800	58	72	60	51
1900	57	70	59	51
2000	57	76	59	49
2100	55	69	58	48
2200	53	64	56	45
2300	50	61	53	43

CNEL: 60

## Traffic Noise Model Results

Roadway Segment	Distance from Roadway Centerline to Rec. (m)	Noise Level (dB)								
		Existing	Constr. Year	Constr. Year + Project	Change from Existing	Change from Constr. Year	Cumulative No Project	Cumulative + Project	Change from Cumulative No Project	
					Existing	Constr. Year	No Project	+ Project	No Project	
Riley Street north of Natoma Street	15.0	67.9	68.0	68.1	0.2	0.0	68.6	68.6	0.0	
Riley Street south of Natoma Street	15.0	67.7	68.0	68.0	0.3	0.1	68.5	68.5	0.0	
Natoma Street east of Riley Street	15.0	65.8	66.1	66.1	0.2	0.0	66.6	66.6	0.0	
Natoma Street west of Riley Street	15.0	64.3	64.5	64.5	0.2	0.0	65.1	65.1	0.0	
Riley Street north of Bidwell Street	15.0	68.2	68.4	68.4	0.3	0.0	68.9	68.9	0.0	
Riley Street south of Bidwell Street	15.0	68.6	68.8	68.9	0.3	0.0	69.3	69.3	0.0	
Bidwell Street west of Riley Street	15.0	59.9	60.2	60.3	0.4	0.1	60.7	60.8	0.0	
Riley Street north of East Bidwell Street	15.0	68.6	68.8	68.9	0.3	0.0	69.3	69.4	0.0	
Riley Street south of East Bidwell Street	15.0	67.6	67.8	67.9	0.3	0.0	68.3	68.4	0.0	
East Bidwell Street east of Riley Street	15.0	67.3	67.4	67.5	0.3	0.1	68.0	68.1	0.1	
Glenn Drive north of Riley Street	15.0	65.0	65.1	65.1	0.2	0.0	65.8	65.8	0.0	
Glenn Drive south of Riley Street	15.0	65.1	65.2	65.2	0.1	0.0	65.9	65.9	0.0	
Riley Street east of Glenn Drive	15.0	67.1	67.4	67.4	0.3	0.0	67.9	67.9	0.0	
Riley Street west of Glenn Drive	15.0	67.5	67.7	67.8	0.3	0.0	68.2	68.3	0.0	
Coloma Street north of East Bidwell Street	15.0	62.5	62.9	63.0	0.5	0.0	63.4	63.5	0.0	
East Bidwell Street south of Coloma Street	15.0	67.2	67.2	67.3	0.1	0.2	67.8	67.9	0.1	
East Bidwell Street east of Coloma Street	15.0	67.6	68.0	68.1	0.5	0.1	68.5	68.6	0.1	
New Road west of Coloma Street	15.0	36.3	64.8	64.8	28.5	0.0	64.8	64.8	0.0	
Glenn Drive north of East Bidwell Street	15.0	62.7	62.9	62.9	0.2	0.0	63.5	63.5	0.0	
Glenn Drive south of East Bidwell Street	15.0	65.2	65.4	65.4	0.2	0.0	66.0	66.0	0.0	
East Bidwell Street east of Glenn Drive	15.0	68.0	68.2	68.3	0.3	0.1	68.8	68.9	0.1	
East Bidwell Street west of Glenn Drive	15.0	68.1	68.2	68.3	0.3	0.1	68.8	68.9	0.1	

\*\*Traffic-related noise was modeled using traffic data from MRO Engineers, Inc. and the Federal Highway Administration traffic model

Folsom Bidwell Pointe  
Noise Measurement Locations



# EXHIBIT D

# Air Quality Technical Report

Bidwell Pointe  
Folsom, California



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April 2017

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### **ATTACHMENT**

**A - CalEEMod Output Files**

## 1.0 INTRODUCTION

This document presents the results of an air quality analysis associated with the proposed Bidwell Pointe Project, a mixed-use, mixed-income master planned community in the City of Folsom, California. This document provides an overview of the existing air quality conditions at the project site, the air quality regulatory framework, and an analysis of potential air quality impacts that would result from implementation of the proposed project. The air quality analysis addresses the issues identified in the Initial Study Environmental Checklist Form in Appendix G of the CEQA Statute and Guidelines. The supporting information, assumptions, and detailed results used in the air quality analysis are provided in **Attachment A: CalEEMod Output Files**. This air quality analysis is consistent with the methods described in the Sacramento Metropolitan Air Quality Management District (SMAQMD)'s *Guide to Air Quality Assessment in Sacramento County* (dated December 2009 and updated September 2016).<sup>1</sup>

## 2.0 PROJECT OVERVIEW

The proposed project is a 140-unit apartment complex with an associated community building. The apartments would total 118,485 square feet of living space and the leasing/amenities building would be approximately 2,800 square feet. The apartment units would consist of 67 one-bedroom, 58 two-bedroom, eight three-bedroom, and seven live/work units. The proposed project would also include 800 square feet of commercial space. A total of 208 surface parking spaces would be part of the project (two commercial and 206 residential spaces); within 1.87 acres. The total project site is approximately 4.15 acres.

The proposed project would be constructed in a single phase beginning in November of 2017; estimated to require approximately 80 weeks and be completed in June of 2019. Demolition would consist of removal of the existing parking lot (no existing structures are located at the project site) and would take approximately one week. Site preparation would consist of land clearing and is estimated to require approximately one week. The site preparation and grading would use equipment such as backhoes, graders, dozers, loaders, and haul trucks. Site preparation and grading of the project site is estimated to require approximately 20 days. Building construction is estimated to occur from December of 2017 through April of 2019; using equipment such as cranes, forklifts, generators, loaders, and welders. Construction activities would be completed with paving and architectural coating for a period of approximately 36 days. Typically, construction activities would occur between 8 a.m. and 5 p.m. (eight hours per day), on Monday through Friday. **Table 1** provides the estimated construction schedule for each phase: demolition, site preparation, grading, building construction, paving and architectural coating.

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<sup>1</sup> Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento County*, December 2009. <http://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools>

**Table 1: Estimated Project Construction Schedule**

Phase	Description	Start	End	Working Days
1	Demolition	11/01/2017	11/07/2017	5
2	Site Preparation	11/08/2017	11/14/2017	5
3	Grading	11/15/2017	12/01/2017	13
4	Building Construction	12/02/2017	4/09/2019	352
5	Paving	4/10/2019	5/03/2019	18
6	Architectural Coating	5/04/2019	5/29/2019	18

Source: CalEEMod Version 2016.3.1

Project construction would generate short-term emissions of air pollutants, including fugitive dust and equipment combustion exhaust emissions. The SMAQMD's *Guide to Air Quality Assessment in Sacramento County* recommends quantification of construction-related emissions and comparison of those emissions to significance thresholds. The California Emission Estimator Model (CalEEMod, Version 2016.3.1)<sup>2</sup> was used to estimate construction emissions. The estimated construction equipment for the proposed project are shown in **Table 2**.

**Table 2: Estimated Project Construction Equipment Usage**

Phase	Equipment	Amount	Daily Hours	HP	Load Factor
Demolition	Concrete/Industrial Saws	1	8	81	0.73
Demolition	Rubber Tired Dozers	1	8	247	0.40
Site Preparation	Rubber Tired Dozers	3	8	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	1	8	158	0.38
Grading	Graders	1	8	187	0.41
Grading	Rubber Tired Dozers	1	8	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8	97	0.37
Building Construction	Cranes	1	7	231	0.29
Building Construction	Forklifts	3	8	89	0.20
Building Construction	Generator Sets	1	8	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7	97	0.37
Building Construction	Welders	1	8	46	0.45
Paving	Pavers	1	8	130	0.42
Paving	Paving Equipment	2	6	132	0.36
Paving	Rollers	2	6	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7	97	0.37
Paving	Cement and Mortar Mixers	2	6	9	0.56
Architectural Coating	Air Compressors	1	6	78	0.48

Source: CalEEMod Version 2016.3.1

<sup>2</sup> California Air Pollution Control Officers Association, *CalEEMod User's Guide Version 2016.3.1*, September 2016, [http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/01\\_user-39-s-guide2016-3-1.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/01_user-39-s-guide2016-3-1.pdf?sfvrsn=2)

The removal of the existing parking lot is estimated to require 20 trucks trips. Approximately 12,000 cubic yards of cut and 600 cubic yards of fill would be required for the proposed project, the resultant 11,400 cubic yards of materials would be exported from the project site using haul trucks. Haul truck capacity is estimated at approximately 15 cubic yards, which would require approximately 780 haul truck trips for soil export (over 13 days or 60 truck trips per day). An average daily construction crew of 68 employees would be present on-site during building construction with less workers during other construction phases. **Table 3** provides a list of the expected trips and trip lengths by construction phase of haul trucks, vendors, and construction workers.

**Table 3: Estimated Construction Trips and Trip Lengths**

Phase	Worker Trips	Vendor Trips	Haul Truck Trips	Worker Trip Length (mile)	Vendor Trip Length (mile)	Haul Trip Length (mile)
Demolition	15	0	20	10.0	6.5	20.0
Site Preparation	18	0	0	10.0	6.5	20.0
Grading	15	0	780	10.0	6.5	20.0
Building Construction	136	29	0	10.0	6.5	20.0
Paving	20	0	0	10.0	6.5	20.0
Architectural Coating	27	0	0	10.0	6.5	20.0

Source: CalEEMod Version 2016.3.1

The CalEEMod was used to estimate emissions that would be associated with motor vehicle use, space and water heating, and landscape maintenance emissions expected to occur after the project construction is complete and becomes operational. The land use types and size and other project-specific information were used to make the calculations. CalEEMod defaults for Sacramento County were used. A project setting of urban (for the determination of vehicle trip lengths) was used. CalEEMod provides emissions for transportation, areas sources,<sup>3</sup> electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. The largest emission sources are electricity consumption, natural gas combustion, and motor vehicle usage.

For the proposed project, the residential daily trip rates used in the air quality analysis to determine the maximum daily emissions were 931 daily trips per weekday (6.65 trips per dwelling unit), 895 daily trips per Saturday (6.39 trips per dwelling unit), and 820 daily trips per Sunday (5.86 trips per dwelling unit). The commercial space was assumed to generate 35 daily trips per weekday (44.3 trips per 1,000 square feet), 34 daily trips per Saturday (42.0 trips per 1,000 square feet), and 16 daily trips per Sunday (20.4 trips per 1,000 square feet). The residential daily trip rates are reduced (by approximately 32 percent) due to the project unit density, the accessibility of transit, and the integration of below market rate housing.

<sup>3</sup> Operational emissions associated with hearths (natural gas/propane fireplaces), consumer products (various solvents used in non-industrial applications, which typically include cleaning supplies, kitchen aerosols, and toiletries), area architectural coatings, and landscaping equipment.

### 3.0 ANALYSIS METHODOLOGY

Intermittent (short-term construction emissions that occur from activities, such as removal of existing pavement, site-grading, and building construction) and long-term air quality impacts related to the operation of the proposed project were evaluated. The analysis focuses on daily emissions from these construction and operational (mobile, area, stationary, and fugitive sources) activities.

The air quality analysis includes a review of criteria pollutant emissions such as carbon monoxide (CO)<sup>4</sup>, nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), volatile organic compounds (VOC) as reactive organic gases (ROG)<sup>5</sup>, particulate matter less than 10 micrometers (coarse or PM<sub>10</sub>), and particulate matter less than 2.5 micrometers (fine or PM<sub>2.5</sub>).<sup>6</sup>

Regulatory models used to estimate air quality impacts include:

- CARB EMFAC2014<sup>7</sup>emissions inventory model. EMFAC2014 is the latest emission inventory model that calculates emission inventories and emission rates for motor vehicles operating on roads in California. This model reflects CARB's current understanding of how vehicles travel and how much they emit. EMFAC2014 can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future.
- CARB OFFROAD<sup>8</sup> emissions inventory model. OFFROAD is the latest emission inventory model that calculates emission inventories and emission rates for off-road equipment such as loaders, excavators, and off-road haul trucks operating in California. This model reflects CARB's current understanding of how equipment operates and how much they emit. OFFROAD can be used to show how California off-road equipment emissions have changed over time and are projected to change in the future.
- CalEEMod (California Emissions Estimator Model Version 2016.3.1) land use emissions model estimates construction emissions due to demolition and construction activities and operations.

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<sup>4</sup> CO is a non-reactive pollutant that is a product of incomplete combustion of organic material, and is mostly associated with motor vehicle traffic, and in wintertime, with wood-burning stoves and fireplaces.

<sup>5</sup> VOC means any compound of carbon, excluding CO, carbon dioxide (CO<sub>2</sub>), carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. ROG are any reactive compounds of carbon, excluding methane, CO, CO<sub>2</sub> carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. The terms VOC and ROG are often used interchangeably.

<sup>6</sup> PM<sub>10</sub> and PM<sub>2.5</sub> consists of airborne particles that measure 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. PM<sub>10</sub> and PM<sub>2.5</sub> represent fractions of particulate matter that can be inhaled into the air passages and the lungs, causing adverse health effects.

<sup>7</sup> California Air Resources Board, *EMFAC2014 User's Guide*, April 30, 2014, <http://www.arb.ca.gov/msei/downloads/emfac2014/emfac2014-voll-users-guide-052015.pdf>

<sup>8</sup> California Air Resources Board, *OFFROAD Instructions*, [http://www.arb.ca.gov/msprog/ordiesel/info\\_1085/oei\\_write\\_up.pdf](http://www.arb.ca.gov/msprog/ordiesel/info_1085/oei_write_up.pdf)

## 4.0 EXISTING CONDITIONS

The City of Folsom is located within the Sacramento Valley Air Basin (SVAB), which is under the jurisdiction of the SMAQMD, and experiences most of its air quality impacts from pass through traffic along Interstate 80 and State Highway 174. The SMAQMD portion of the SVAB is designated as non-attainment for the federal and State 8-hour ozone standard, the State 1-hour ozone standard, the State PM10 standard and the Federal PM2.5 standard<sup>9</sup>.

### Regional Meteorology

Air quality is affected by the rate, amount, and location of pollutant emissions and the associated meteorological and geographical conditions that influence pollutant movement and dispersal. Atmospheric conditions, including wind speed, wind direction, stability, and air temperature, in combination with local surface topography (i.e., geographic features such as mountains, valleys, and large bodies of water), determine the effect of air pollutant emissions on local air quality.

The climate in the project area is characterized by hot, dry summers and cool, wet winters. The regional climate is dominated by the strength and location of a semi-permanent, subtropical high-pressure cell over the northeastern Pacific Ocean. The regional climate is also affected by the temperature moderating effects of the nearby Pacific Ocean. In summer, when the high-pressure cell is strongest, temperatures are very warm and humidity is low. The daily incursion of the sea breeze into the Central Valley, however, creates persistent breezes that moderate the summer heat. In winter, when the high-pressure cell is weakest, conditions are characterized by occasional rainstorms interspersed with stagnant conditions and sometimes heavy fog.

Hourly meteorological data from 2010 through 2014 at Sacramento International Airport shows wind directions are predominately from the south and southeast with seasonal winds from the northwest and a high frequency of calm and low wind conditions dominating the winter months. The regional average annual wind speed is 7.8 miles per hour.<sup>10</sup>

### Criteria Air Pollutants

The United States Environmental Protection Agency (USEPA) has established the National Ambient Air Quality Standards (NAAQS) under the Clean Air Act (CAA) for six common air pollutants known as “criteria pollutants”.<sup>11</sup> These air pollutants consist of CO, nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM10 and PM2.5), SO<sub>2</sub>, and lead (Pb). An ambient air quality standard establishes the concentration above which the pollutant is known to cause adverse health effects to sensitive groups within the population such as children and the elderly. The goal is for localized project effects not to cause or contribute to an exceedance of the standards. Ambient air quality standards are classified as either “primary” or “secondary”

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<sup>9</sup> Sacramento Metropolitan Air Quality Management District. Air Quality Pollutants and Standards. <http://www.airquality.org/Air-Quality-Health/Air-Quality-Pollutants-and-Standards>

<sup>10</sup> Sacramento Metropolitan Air Quality Management District, *CEQA Meteorological Data*, <http://www.airquality.org/ceqa/>

<sup>11</sup> U.S. Environmental Protection Agency, *Six Common Air Pollutants*, <http://www.epa.gov/airquality/urbanair/>

standards. Primary standards define levels of air quality, including an adequate margin of safety, necessary to protect the public health. Secondary ambient air quality standards define levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

The CARB manages air quality, regulates mobile emissions sources, and oversees the activities of county and regional Air Pollution Control Districts and Air Quality Management Districts. CARB regulates local air quality indirectly by establishing State ambient air quality standards and vehicle emissions and fuel standards; and by conducting research, planning and coordinating activities. California has adopted ambient standards (known as California Ambient Air Quality Standards or CAAQS) that are more stringent than the federal standards for some criteria air pollutants. California has adopted ambient standards that are more stringent than the federal standards for the criteria air pollutants. These ambient air standards are shown in **Table 4**.

### **Local Air Quality**

CARB maintain a network of monitoring stations within the Air Basin that monitor air quality and compliance with applicable ambient standards. The air quality monitoring station closest to the project site is the Folsom-Natoma station next to Folsom City Hall (approximately 0.7 miles to the northeast of the project site), which monitors ozone, PM<sub>2.5</sub> and other pollutants. The PM<sub>10</sub> monitoring station closest to the project site is the Sacramento-Del Paso Manor station next to Del Paso Elementary School. **Table 5** summarizes the most recent three years of available data (2013 through 2015) from the air monitoring stations.<sup>12</sup>

The SMAQMD is designated as non-attainment for the federal and State eight-hour ozone standard, the State one-hour ozone standard, the State PM<sub>10</sub> standard and the Federal PM<sub>2.5</sub> standard. One-hour ozone measurements show five exceedances of the CAAQS in 2015, seven exceedances in 2014, and three exceedances in 2013. Eight-hour ozone measurements show 17 exceedances of the CAAQS in 2013, 35 exceedances in 2014, and 11 exceedances in 2015. Eight-hour ozone measurements show six exceedances of the NAAQS in 2013, 14 exceedances in 2014, and five exceedances in 2015. PM<sub>10</sub> measurements show four exceedances of the CAAQS in 2013, no exceedances in 2014 and two exceedances in 2015. PM<sub>2.5</sub> measurements show one exceedance of the NAAQS in 2014 and one exceedance in 2015.

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<sup>12</sup> California Air Resources Board, *Air Quality Data Statistics*, <https://www.arb.ca.gov/adam>

**Table 4: State and National Criteria Air Pollutant Standards, Effects, and Sources**

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 Hour 8 Hour	0.09 ppm 0.07 ppm	– 0.075 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases and nitrogen oxides react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
Carbon Monoxide (CO)	1 Hour 8 Hour	20 ppm 9.0 ppm	35 ppm 9.0 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide (NO <sub>2</sub> )	1 Hour Annual	0.18 ppm 0.03 ppm	0.10 ppm 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide (SO <sub>2</sub> )	1 Hour 3 Hour 24 Hour Annual	0.25 ppm – 0.04 ppm –	– 0.5 ppm 0.14 ppm 0.03 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Respirable Particulate Matter (PM <sub>10</sub> )	24 Hour Annual	50 µg/m <sup>3</sup> 20 µg/m <sup>3</sup>	150 µg/m <sup>3</sup> –	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour Annual	– 12 µg/m <sup>3</sup>	35 µg/m <sup>3</sup> 15 µg/m <sup>3</sup>	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including nitrogen oxides, sulfur oxides, and organics.
Lead (Pb)	Month Rolling 3 Month	1.5 µg/m <sup>3</sup> –	– 0.15 µg/m <sup>3</sup>	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.	Present sources: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.

Source: California Air Resource Board, Ambient Air Quality Standards, <http://www.arb.ca.gov/research/aqs/aqs2.pdf>, May 4, 2016.  
ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter

**Table 5: Air Quality Data Summary (2013 through 2015)**

Pollutant	Standard <sup>a</sup>	Monitoring Data by Year		
		2013	2014	2015
<b>Ozone</b>				
Highest 1 Hour Average (ppm)	0.09	<b>0.114</b>	<b>0.100</b>	<b>0.114</b>
Days over State Standard		5	7	3
Highest 8 Hour Average (ppm)	0.070	<b>0.087</b>	<b>0.085</b>	<b>0.093</b>
Days over State Standard		17	35	11
Highest 8 Hour Average (ppm)	0.075	<b>0.087</b>	<b>0.084</b>	<b>0.093</b>
Days over National Standard		6	14	5
<b>Coarse Particulate Matter (PM10)</b>				
Highest 24 Hour Average ( $\mu\text{g}/\text{m}^3$ )	50	<b>63.5</b>	42.8	<b>51.4</b>
Days over State Standard		4	0	<b>2</b>
State Annual Average ( $\mu\text{g}/\text{m}^3$ )	20	23.2	18.8	18.0
<b>Fine Particulate Matter (PM2.5)</b>				
Highest 24 Hour Average ( $\mu\text{g}/\text{m}^3$ )	35	29.2	<b>52.0</b>	<b>38.1</b>
Days over National Standard		0	1	1
State Annual Average ( $\mu\text{g}/\text{m}^3$ )	12	N/A	7.1	8.1

*NOTES: Values in **bold** are in excess of at least one applicable standard.  
Generally, state standards and national standards are not to be exceeded more than once per year.  
ppm = parts per million;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter.*

Source: California Air Resource Board, *Air Quality Data Statistics 2013 - 2015*, <http://www.arb.ca.gov/adam/welcome.html>.

## 5.0 AIR QUALITY IMPACT ANALYSIS

### Thresholds of Significance

The significance of potential impacts was determined based on CEQA Guidelines, Appendix G, and SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (dated December 2009 and updated September 2016).<sup>13</sup> Using Appendix G evaluation criteria, the proposed project would be considered to have significant air quality impacts if it were to:

- A. Conflict with or obstruct implementation of the applicable air quality plan;
- B. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- C. Expose sensitive receptors to substantial pollutant concentrations;
- D. Create objectionable odors affecting a substantial number of people; or
- E. Result in a cumulatively considerable net increase of any nonattainment pollutant, and/or health impacts (including releasing emissions that exceed quantitative thresholds for ozone precursors).

<sup>13</sup> Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento County*, December 2009. <http://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools>

This air quality analysis follows the methodology and significance thresholds presented in SMAQMD's *Guide to Air Quality Assessment in Sacramento County*. The thresholds of significance applied to assess project-level air quality impacts are:

- Maximum daily construction emissions of 85 pounds per day of NO<sub>x</sub>, 80 pounds per day of PM<sub>10</sub>, and 82 pounds per day of PM<sub>2.5</sub>;
- Maximum annual construction emissions of 14.6 tons per year of PM<sub>10</sub> and 15.0 tons per year of PM<sub>2.5</sub>;
- Maximum daily operational emissions of 65 pounds per day of ROG or NO<sub>x</sub>, 80 pounds per day of PM<sub>10</sub>, and 82 pounds per day of PM<sub>2.5</sub>;
- Maximum annual operational emissions of 14.6 tons per year of PM<sub>10</sub> and 15.0 tons per year of PM<sub>2.5</sub>; and
- Frequently and for a substantial duration, create or expose sensitive receptors to substantial pollutant concentrations or substantial objectionable odors affecting a substantial number of people.

#### **City of Folsom General Plan**

The City of Folsom General Plan (dated January 1993) is currently being updated.<sup>14</sup> The General Plan provides an overall framework for development of the City and protection of its natural resources including air quality. The goals and policies applicable to the Proposed project are the following:

- Achievement and maintenance of ambient air quality standards established by the U.S. Environmental Protection Agency (USEPA) and the CARB
- Minimizing public exposure to toxic or hazardous air pollutants
- Limiting visibility reducing particulate matter in the atmosphere
- Minimizing public exposure to air pollutants which create a public nuisance through irritation to the senses or unpleasant odor
- The City shall use consistent and accurate procedures approved by CARB in the review of project which may have air quality impacts. Comments on the analysis shall be solicited from the SMAQMD and CARB.

#### **SMAQMD Rules and Regulations**

All projects are subject to rules and regulations adopted by the SMAQMD in effect at the time of construction. Specific rules applicable to future construction resulting from the implementation of the proposed project may include, but are not limited to:

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<sup>14</sup> City of Folsom General Plan 1993 Update.

<http://folsom-web.civica.granicuslabs.com/civicax/filebank/blobdload.aspx?BlobID=26516>

- Rule 402– Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property. (California Health & Safety Code, Section 41700)
- Rule 403 –Fugitive Dust. A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:
  - Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
  - Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts;
  - Other means approved by the Air Pollution Control Officer.
- Rule 404 – Particulate Matter. Except as otherwise provided in Rule 406 of this regulation, a person shall not discharge into the atmosphere from any source particulate matter in excess of 0.23 grams per dry standard cubic meter (0.1 grains per dry standard cubic foot).
- Rule 442 – Architectural Coatings. Except as provided in Sections 302 and 303, no person shall:
  - Manufacture, blend, or repackage for sale within the District; or
  - Supply, sell, or offer for sale within the District; or
  - Solicit for application or apply within the District, any architectural coating with a VOC content in excess of the corresponding limit specified in Table 1. Limits are expressed as VOC Regulatory, thinned to the manufacturer’s maximum recommendation, excluding any colorant added to tint base.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IMPACT AQ-A: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan? Less-than-Significant Impact**

The SMAQMD along with other local air districts in the Sacramento region are required to comply and implement the State Implementation Plan (SIP) to demonstrate how and when the region can attain the federal ozone standards. Accordingly, the SMAQMD prepared the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* in December 2008, with input from the other air districts in the region. The CARB determined that the Plan meets Clean Air Act requirements and approved the Plan on March 26, 2009 as revision to the SIP. An update to the Plan, the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions)*,<sup>15</sup> has been prepared and was approved by the CARB on November 21, 2013. The *2013 SIP Revisions Plan* is the applicable air quality plan for the proposed project.

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<sup>15</sup> Sacramento Metropolitan Air Quality Management District, *2013 Update to the 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, January 29, 2015, <https://www.arb.ca.gov/planning/sip/planarea/sacsip/sacmetsip.htm#2013update>

A conflict with, or obstruction of, implementation of the 2013 Plan could occur if a project generates greater emissions than what has been projected for the site in the emissions inventory of the 2013 Plan. Emissions inventories are developed based on projected increases in population, employment, regional vehicle miles traveled, and associated area sources within the region, which are based on regional projections that are, in turn, based on the Sacramento County General Plan and zoning designations for the region. The project site is currently zoned mixed-use and designated as mixed-use in the Sacramento County General Plan. Therefore, the proposed mixed-use project would not generate greater emissions than what has been projected for the site in the emissions inventory of the *2013 SIP Revisions Plan*, thus a less-than-significant impact on the applicable air quality plan.

The proposed project with implementation of control practices required by the SMAQMD would support the primary goals of the *2013 SIP Revisions Plan*, it would be consistent with all applicable *2013 SIP Revisions Plan* control measures, and would not disrupt or hinder implementation of any *2013 SIP Revisions Plan* control measures. Therefore, there would be a less-than-significant impact associated with, conflicting with, or obstructing implementation of the applicable air quality plan.

**IMPACT AQ-B:** *Would the proposed project conflict with or obstruct implementation of the applicable air quality plan or violate any air quality standards or contribute substantially to an existing or projected air quality violation?* **Less-than-Significant Impact**

Intermittent (short-term construction emissions that occur from activities, such as site-grading and building construction) and long-term air quality impacts related to the operation of the proposed project were evaluated. The analysis focuses on maximum daily emissions from these construction and operational (mobile, area, stationary, and fugitive sources) activities. The air quality analysis is consistent with the methods described in the SMAQMD's *Guide to Air Quality Assessment in Sacramento County*.

#### Construction

The emissions generated from these construction activities include:

- Dust (including particulate matter less than 10 micrometers (coarse or PM10), particulate matter less than 2.5 micrometers (fine or PM2.5)) primarily from “fugitive” sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling and travel on unpaved surfaces; and
- Combustion emissions of criteria air pollutants (carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), volatile organic compounds (VOC) as reactive organic gases (ROG), PM10, and PM2.5) primarily from operation of heavy off-road construction equipment, haul trucks, (primarily diesel-operated), and construction worker automobile trips (primarily gasoline-operated).

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of control practices, construction activities may result in significant quantities of dust, and as a result, local visibility and PM10 concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only PM10, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

Poor construction practices could result in substantial emissions of fugitive dust that would be a nuisance and could create localized health impacts. SMAQMD requires construction projects to control fugitive dust through District Rule 403 (fugitive dust) and Rule 404 (particulate matter). In addition, all construction projects are required to implement SMAQMD's Basic Construction Emissions Control Practices. Compliance with the District Rules and implementation of required control practices would prevent and control fugitive dust emissions.

Estimated maximum daily emissions of pollutants emissions that would be generated by construction of the proposed project are shown in **Table 6**. **Table 6** provides the estimated short-term construction emissions that would be associated with the proposed project and compares those emissions to the SMAQMD's significance thresholds for construction-related emissions. Construction emissions were estimated using the CARB's California Emission Estimator Model (CalEEMod, Version 2016.3.1).<sup>16</sup> As shown in **Table 6**, pollutant emissions from construction would be below the SMAQMD's maximum daily significance threshold for NO<sub>x</sub>, PM10, and PM2.5. Construction emissions would also be well below the SMAQMD's annual significance threshold for PM10 and PM2.5. SMAQMD does not have a construction significance threshold for ROG. SMAQMD controls ROG emissions from construction activities through District Rule 442, which regulates ROG emissions from architectural coatings. The proposed project would comply with District Rule 442.

**Table 6: Estimated Maximum Daily Construction Emissions (pounds)**

Year	ROG	NO <sub>x</sub>	CO	PM10	PM2.5
2017	5.06	55.8	25.9	11.5	7.20
2018	3.54	27.7	24.2	2.75	1.77
2019	84.5	25.1	23.1	2.53	1.57
<b>Maximum Daily Emissions</b>	<b>84.5</b>	<b>55.8</b>	<b>25.9</b>	<b>11.5</b>	<b>7.20</b>
Significance Threshold	-- <sup>a</sup>	85	--	80 <sup>b</sup>	82 <sup>b</sup>
Potentially Significant (Yes or No)?	No	No	No	No	No

Source: CalEEMod Version 2016.3.1

Notes: a. SMAQMD does not have a ROG significance threshold for construction. SMAQMD controls ROG emissions from construction activities through District Rule 442.

<sup>16</sup> California Air Pollution Control Officers Association, *CalEEMod User's Guide Version 2016.3.1*, September 2016, [http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/01\\_user-39-s-guide2016-3-1.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/01_user-39-s-guide2016-3-1.pdf?sfvrsn=2)

b. Significance thresholds for PM10 and PM2.5 can only be applied if all feasible BACT/BMPs are applied.

The construction emissions inventory is based on conservative (overestimating) assumptions associated with the construction duration, intensity of equipment usage, and type/amount of equipment. Therefore, actual construction emissions are likely to be less than the estimated values. The proposed project would comply with all SMAQMD Rules and would implement the required SMAQMD Basic Construction Emissions Control Practices. Therefore, air quality impacts from construction would be a less-than-significant impact. The detailed results used in the air quality analysis are provided in **Attachment A: CalEEMod Output Files**

The following Basic Construction Emissions Control Practices are required by SMAMQD during construction activities:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking area, 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.
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

These measures collectively reduce fugitive dust emissions by approximately 54 percent.

### Operations

CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. The operational year of 2020 was assumed for estimating

emissions. The proposed project would not include wood-burning devices. Therefore, the proposed project would comply with SMAQMD operational best management practices for particulate matter emissions from land use development projects.

The proposed project would be in compliance with all applicable Title 24 Building Energy Efficiency Standards and would comply with mandatory measures in the California Green Building Code, including installation of energy star appliances and lighting.

Estimated maximum daily (summer and winter) operational emissions that would be associated with the proposed project are presented in **Table 7** and are compared to SMAQMD's thresholds of significance. Operational emissions would also be well below the SMAQMD's annual significance threshold for PM10 and PM2.5. As indicated in **Table 7**, the estimated proposed project operational emissions would be below the SMAQMD's significance thresholds and would be a less-than-significant impact.

**Table 7: Estimated Maximum Daily Operational Emissions (pounds)**

Condition	ROG	NO <sub>x</sub>	CO	PM10	PM2.5
Summer Daily Emissions	5.65	6.99	31.4	3.68	1.09
Winter Daily Emissions	5.08	7.44	30.9	3.68	1.00
<b>Maximum Daily Emissions</b>	<b>5.65</b>	<b>7.44</b>	<b>31.4</b>	<b>3.68</b>	<b>1.09</b>
Significance Threshold	65	65	--	80 <sup>a</sup>	82 <sup>a</sup>
Potentially Significant (Yes or No)?	No	No	No	No	No

Source: CalEEMod Version 2016.3.1

Notes: a. Significance threshold if all feasible operational BACT/BMPs are applied.

Project traffic would increase concentrations of CO along streets providing access to the project site. CO is a local pollutant (i.e., high concentrations are normally only found very near sources). The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations (i.e. hotspots), therefore, are usually only found near areas of high traffic volume and congestion.

The CO screening approach is a two-tier approach outlined in the SMAQMD's *Guide to Air Quality Assessment in Sacramento County* used to estimate whether or not a project's traffic impact would cause a potential CO hotspot. A project would result in a less-than-significant impact to CO impact if:

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

If the first tier of screening criteria is not met then the second tier of screening criteria shall be examined. The second tier is described below. If all of the following criteria are met, a project will result in a less-than-significant impact to air quality for local CO.

- The project will not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project will not contribute to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified in CalEEMod)

The proposed project examined LOS for the road segments and intersections affected by the proposed project. Existing conditions at two study intersections for the proposed project are currently LOS E and F.<sup>17</sup> Therefore, the proposed project would not meet the first CO screening tier and the second tier is used to determine CO impacts. The proposed project would meet the three screening criteria in the second tier, therefore CO impacts from the proposed project would be less than significant.

**IMPACT AQ-C:** *Would the proposed project 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 standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* **Less-than-Significant Impact**

The SMAQMD is designated as non-attainment for the federal and State 8-hour ozone standard, the State 1-hour ozone standard, the State PM10 standard and the Federal PM2.5 standard<sup>18</sup>. According to SMAQMD, a project could potentially have a significant cumulative impact if the project exceeds the project-level significance thresholds. As disclosed in this air quality analysis, the proposed project emissions would be below all SMAQMD significance thresholds and would not result in individual significant air quality impacts. The proposed project would be consistent with all applicable *2013 SIP Revisions Plan* control measures and would be consistent with all SMAQMD requirements. Therefore, the proposed project would not generate cumulatively considerable air emissions and the cumulative impact would be less than significant.

**IMPACT AQ-D:** *Would the proposed project expose sensitive receptors to substantial pollutant concentrations (i.e., toxic air contaminants)?* **Less-than-Significant Impact**

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB has identified the following people as most likely to be affected by air pollution: children

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<sup>17</sup> MRO Engineers, April 2017

<sup>18</sup> Sacramento Metropolitan Air Quality Management District. Air Quality Pollutants and Standards. <http://www.airquality.org/Air-Quality-Health/Air-Quality-Pollutants-and-Standards>

less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups.

Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. The project site is bordered by Folsom Lake High School to the west/southwest, Sutter Middle School to the north/northwest opposite of East Bidwell Street and commercial uses to the northeast/southeast. The closest residential receptors are approximately 350 feet southwest of the project site along Riley Street.

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TAC are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TAC that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

The proposed project would constitute a new emission source of DPM<sup>19</sup> due to construction activities. Studies have demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. Typically, health risks are estimated based on a chronic exposure period of 30 years. The proposed project is a short-term construction activity that would not generate substantial emissions, the proposed project would have a less-than-significant impact on health impacts.

The proposed project would also locate sensitive receptors near roadways, a source of DPM due to truck activities. CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide information to local planners and decision-makers about land use compatibility issues associated with emissions from industrial, commercial and mobile sources of air pollution. The CARB Handbook indicates that mobile sources continue to be the largest

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<sup>19</sup> In August of 1998, CARB identified particulate emissions from diesel-fueled engines as a toxic air contaminant. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. The document represents a proposal to reduce diesel particulate emissions, with the goal to reduce emissions and the associated health risk by 75 percent in 2010 and by 85 percent in 2020. The program aims to require the use of state-of-the-art catalyzed diesel particulate filters and ultra-low sulfur diesel fuel on diesel-fueled engines.

Diesel particulate matter (DPM) is the most complex of diesel emissions. Diesel particulates, as defined by most emission standards, are sampled from diluted and cooled exhaust gases. This definition includes both solid and liquid material that condenses during the dilution process. The basic fractions of DPM are elemental carbon; heavy hydrocarbons derived from the fuel and lubricating oil and hydrated sulfuric acid derived from the fuel sulfur. DPM contains a large portion of the polycyclic aromatic hydrocarbons found in diesel exhaust. Diesel particulates include small nuclei particles of diameters below 0.04 micrometers ( $\mu\text{m}$ ) and their agglomerates of diameters up to 1  $\mu\text{m}$ .

overall contributors to the State's air pollution problems, representing the greatest air pollution health risk to most Californians. The most serious pollutants on a statewide basis include DPM, benzene, and 1,3-butadiene, all of which are emitted by motor vehicles. These mobile source air toxics are largely associated with freeways and high traffic roads. Non-mobile source air toxics are largely associated with industrial and commercial uses such as dry cleaners and gasoline stations.

Based on guidance from the SMAQMD and the CARB, when siting sensitive land uses (residential, schools, hospitals, playgrounds, etc.) within 500 feet of a high volume roadway (such as highways and interstates), additional analysis through a health risk assessment should be conducted. Research findings indicate that roadways generally influence air quality within a few hundred feet – about 500 to 600 feet downwind from the vicinity of heavily traveled roadways or along corridors with significant truck traffic. This distance will vary by location and time of day or year, prevailing meteorology, topography, nearby land use, traffic patterns, as well as the individual pollutant.<sup>20</sup> The distance between the project site and the closest high volume roadway, Highway 50, is approximately two miles from the project site, well beyond that 500 foot screening distance. Secondly, East Bidwell Street and Riley Street are not high truck volume roadways so there is no need for the proposed project to conduct a formal health risk assessment. Implementation of the proposed project would not result in an increased exposure of sensitive receptors to localized concentrations of TAC and the proposed project would have a less-than-significant impact relative to health impacts.

**IMPACT AQ-E: *Would the proposed project create objectionable odors affecting a substantial amount of people?* Less-than-Significant Impact**

Any project with the potential to frequently expose members of the public to objectionable odors will be deemed to have a significant impact. As a general matter, the types of development that pose potential odor problems include agriculture, food processing, dairies, rendering, refineries, chemical plants, wastewater treatment plants, landfills, composting facilities, and transfer stations. No such odiferous uses would be a part of the proposed project. This is a residential mixed-use project and these types of projects do not frequent odor problems.

Construction of the proposed project would generate some temporary odors from diesel exhaust emissions. However, the diesel equipment at the project site could result in minimally perceptible odors. Odors would be temporary and odor emissions are highly dispersive, especially in areas with higher average wind speeds. Therefore, a substantial number of people would not be affected due to proposed project construction. SMAQMD addresses odor impacts through District Rule 402, which regulates emission nuisance. The proposed project would

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<sup>20</sup> US Environmental Protection Agency. *Near Roadway Air Pollution and Health: Frequently Asked Questions*. August 2014. <http://www3.epa.gov/otaq/documents/nearroadway/420f14044.pdf>

comply with District Rule 402. Therefore, odor impacts associated with the location of the proposed project would be less than significant.

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# EXHIBIT E



11969 WHITE ROCK ROAD, SUITE 158-A RANCHO CORDOVA, CA 95670 (916) 782-2429

## ***AIR QUALITY TECHNICAL MEMO***

**TO:** Steve Banks, City of Folsom Principal Planner

**FROM:** Paul Miller, Principal and Senior Air Quality Analyst  
RCH Group

**DATE:** April 26, 2017

**SUBJECT:** Review of Folsom Bidwell Pointe Mixed-Use Infill Project  
Potential Air Quality Health Risk from Proximity of Residents to the Shell  
Gasoline Station

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### **Overview**

In our phone conference on April 24, 2017, Steve Wang, City Attorney, asked about the air quality impacts from the nearby gasoline fueling station to new residents at the Bidwell Pointe Mixed-Use Infill Project in Folsom. I indicated that this was not discussed in detail in the RCH-prepared Air Quality Technical Report because it was not considered an impact needing detailed analysis. I indicated that RCH would provide an Air Quality Technical Memo to specifically address this concern.

### **Potential Air Quality Health Risk from Gasoline Stations**

The relevant guidance related to health risk from gasoline stations is in the California Air Resources Board (CARB)-published *Air Quality and Land Use handbook: A Community Health Perspective* (2005). The handbook was cited on page 17 of RCH's April 2017 Air Quality Technical Memo.

As indicated in the Technical Memo, the handbook states that mobile sources continue to be the largest overall contributors to the State's air pollution problems, representing the greatest air pollution health risk to most Californians. The Technical Memo also indicated that non-mobile source air toxics are largely associated with industrial and commercial uses such as dry cleaners and gasoline stations.

The CARB Handbook specifically looked at gasoline dispensing facilities. The concern was primarily for large gasoline dispensing facilities (defined as a facility with a throughput of 3.6 million gallons per year or greater). The 3.6 million gallons per year was the average throughput of the largest 4% of gasoline dispensing stations in California. These very large gasoline dispensing facilities are typically located at large wholesale and discount centers. The concern was that the

large gasoline dispensing facilities are projected to account for an increasing market share in the coming years.

Specifically, the CARB Handbook Recommendation (page 32) is:

- Avoid siting new sensitive land uses within 300 feet of a large gasoline dispensing facility (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

## **Evaluation of Risk to Bidwell Pointe**

There is a Shell gasoline station near the project site, at the southern corner of the 3-way intersection at the junction of Coloma Street and corner turn of E. Bidwell Street.

The Shell Station near the Bidwell Pointe project is not a large gasoline dispensing facility but a typical facility.

Furthermore, the distance from the nearest pump at the Shell Station to closest residence at the Bidwell Pointe Mixed-Use Infill Project is approximately 140 feet (as shown in Figure 1). This clearly exceeds the recommended 50 foot separation recommended by the CARB Land Use Handbook, and the gasoline station operation would not represent a significant health risk to the Bidwell Pointe Mixed-Use Infill Project.

The Sacramento Metropolitan Air Quality Management District CEQA Guide (2016) notes that in California the estimated risk from particulate matter emissions from diesel exhaust (diesel PM) is higher than the risk from all other air toxics combined (including sources such as gasoline stations). As noted in the RCH Air Quality Technical Report for the Bidwell Pointe Project, exposure of residents to diesel PM would be low because the project is not within 500 feet of a high volume roadway (such as a highway or interstate). The distance between the project site and the closest high volume roadway, Highway 50, is approximately two miles, well beyond that 500 foot screening distance.



SOURCE: Google Earth and RCH Group 2017

Folsom Bidwell Pointe Mixed-Use In-11 Project

**Figure 1**

Distance to Shell Gasoline Station

# EXHIBIT F

# **WATER QUALITY ASSESSMENT**

## **Bidwell Pointe**

**Folsom, California**

### **Prepared For**

**St. Anton Communities**

**1801 I Street, Suite 200**

**Sacramento, CA 95811**

### **Prepared By**

**RCH Group**

**11060 White Rock Road, Suite 150-A**

**Rancho Cordova, CA 95670**

**April 2017**



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## Introduction

RCH Group (RCH) has conducted this water quality assessment for Bidwell Pointe (proposed project). The proposed project is located at the southeast corner of East Bidwell Street and Riley Street, in the City of Folsom, California, and would consist of construction and operation of a 140-unit multifamily development and 800 square feet of commercial space (see **Figure 1**). The site is approximately 4.2 acres and consists of a baseball field and parking lot.

RCH staff reviewed the potential for the proposed project to have water quality impacts. This included review of the Preliminary Stormwater Control Plan for the proposed project, prepared by TLA Engineering and Planning (February 2017). TLA indicated that the site is relatively small, slopes will not be severe, the soils are uniform across the site, and the surrounding drainage system is already in-place. The only challenge to draining the site is the flat nature of the site. TLA has designed the stormwater management plan in accordance with the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (SWQDN), dated May 2007. The current plan includes bioretention type basins and vegetative swales to treat the stormwater on-site.

This report analyzes the water quality impacts from the proposed project and is prepared in a format to answer the hydrology and water quality questions identified in the Initial Study Environmental Checklist Form in Appendix G of the *CEQA Guidelines*. This report provides an overview of existing conditions at the site, regulatory framework, and an analysis of potential water quality impacts that would result from construction and operation of the proposed project.

## Environmental Setting

The project site is 4.2 acres and is currently a paved parking lot and unmaintained baseball field. There are no creeks, wetlands, or riparian habitats on the site. The terrain is gently sloping, with the site ultimately draining to inlets on E. Bidwell Street and to the development to the east. The project site is not located in a 100-year flood hazard area (FEMA 2012).

Stormwater discharges from construction activities can significantly impact water quality. As stormwater flows over a construction site, it can pick up pollutants like sediment, debris, and chemicals and transport them to nearby storm sewer systems or directly into rivers, lakes, or coastal waters.<sup>1</sup>

The National Pollutant Discharge Elimination System (NPDES) requires permits for discharges from construction activities that disturb one or more acres, and discharges from smaller sites that are part of a larger common plan of development or sale. Construction stormwater permits include effluent limits for erosion and sediment control, pollution prevention and site stabilization from the Construction and Development Effluent Guidelines and Standards regulations. The NPDES program has been delegated to the State of California for implementation through the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards.<sup>2</sup>

The SWRCB's Construction General Permit (Order No. 2009-0009-DWQ), which the proposed project would comply with, was adopted on September 2nd, 2009. Order No. 2009-0009 DWQ created several

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<sup>1</sup> U.S. EPA. National Pollutant Discharge Elimination System (NPDES). <https://www.epa.gov/npdes/stormwater-discharges-construction-activities>

<sup>2</sup> U.S. EPA. Construction and Development Effluent Guidelines. <https://www.epa.gov/eg/construction-and-development-effluent-guidelines>.

new significant changes including formal training requirements, online permitting and Stormwater Pollution Prevention Plan (SWPPP) documentation upload, minimum Best Management Practices (BMPs), Numeric Action Levels for pH and turbidity, as well as monitoring based on project risk to sediment loss and threat to receiving waters.

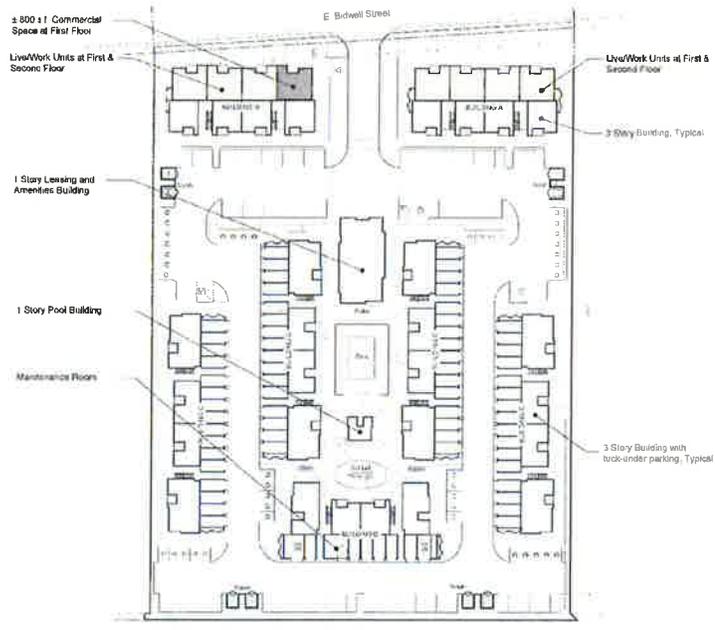
General Permit applicants are required to submit (to the appropriate regional board) Permit Registration Documents, which include a Notice of Intent, an annual fee, and a SWPPP. Additional requirements include compliance with post construction standards focusing on Low Impact Development (LID), preparation of Rain Event Action Plans, and specific certification requirements for specific project personnel. The SWPPP must include implementing BMPs to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges.

The City of Folsom enforces the requirements of the Folsom Municipal Code as summarized in **Table 1** below.

**Table 1. City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development**

<b>Code Section</b>	<b>Code Name</b>	<b>Effect of Code</b>
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of SWPPPs.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.20	Green Building Standards	Adopts the California Green Building Standards Code (CALGreen Code), 2013 Edition, excluding Appendix Chapters A4 and AS, published as Part 11, Title 24, C.C.R. to promote and require the use
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

**Figure 1 – Site Plan**



**Site Summary**

4.2 acres  
 140 Units (33.3 density)  
 2500 ± 1 Commercial

**Building Summary**

1 Bedroom	67 units	48%
1 Bedroom Live/Work	7 units	5%
2 Bedroom	28 units	41%
3 Bedroom	8 units	6%
<b>Total</b>	<b>140 units</b>	

**Parking Summary**

**Residential Parking Required:**

1 Bedroom	1 space/unit	67 spaces
1 Bedroom Live/Work	1 space/unit	7 spaces
2 Bedroom	2 spaces/unit	116 spaces
3 Bedroom	2 spaces/unit	16 spaces
<b>Total</b>		<b>206 spaces</b>

**Parking Provided:**

Residential Parking	209 spaces
Commercial Parking	4 spaces
<b>Total</b>	<b>210 spaces</b>



10 Bidwell Street, Suite 100  
 Bidwell Pointe, CA 94008  
 Phone: 415.771.1200

**BIDWELL POINTE**  
 10 Bidwell Street, Suite 100  
 Bidwell Pointe, CA 94008

**SCHEMATIC DESIGN**  
 March 2011



**SITE PLAN**

**A1.0**

**Water Quality Analysis**  
**CEQA Guidelines Appendix G Environmental Checklist**

IX. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) violate any water quality standards or waste discharge requirements?			X	
b) substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
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 that would result in substantial erosion or siltation on- or off-site?			X	
d) substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e) create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) otherwise substantially degrade water quality?			X	
g) place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i) expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) be subject to inundation by seiche, tsunami, or mudflow?			X	

**a) Would the project violate any water quality standards or waste discharge requirements?**

The proposed project would consist of the construction of a 140-unit apartment complex and 800 square feet of commercial space on E. Bidwell Street between Riley Street and the Coloma/Bidwell intersection in the City of Folsom. Potential water quality impacts associated with the proposed project include short-term construction-related erosion/sedimentation and hazardous material discharge, and long-term stormwater discharge. The Applicant would be required to comply with the existing regulatory requirements of the NPDES General Construction Activity Storm Water Permit. Additionally, a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standard or any waste discharge requirement would be prepared for the proposed project. Therefore, impacts during construction would be less than significant.

During operation of the proposed project, the generation or use and off-site discharge of urban contaminants such as organic materials, nutrients, metals, petroleum compounds, sediment, pathogens, and chemical pesticides, herbicides, and fertilizers could occur. The operation of the proposed project could potentially result in the off-site transport of urban contaminants and associated water quality impacts related to increased turbidity, oxygen depletion, and toxicity to attendant species within downstream receiving waters. The proposed project would be required to comply with post construction standards in the NPDES Municipal Storm Water Permit guidelines, as mentioned above. The proposed project would be required to comply with the City of Folsom Municipal Code Sections pertaining to water quality effects from urban development (Municipal Code Sections 8.70, 13.26, 14.20, 14.29, and 14.32). Therefore, impacts during operation would be less than significant.

**b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

According to the General Plan Update Existing Conditions Report Public Facilities and Services Element, the City obtains all of its potable water supply from the Folsom Reservoir. No groundwater is used for municipal services (City of Folsom 2014). On-site drainage would be designed to include nine basins or swales that will act together for on-site bioretention and detention and stormwater treatment. Because the proposed project would not use groundwater as a water supply source, would maintain on-site groundwater recharge through the use of bioretention areas for stormwater runoff, and would use surface water supplies for landscape maintenance, the impact of the proposed project on groundwater supplies and recharge would be a less-than-significant impact.

**c) Would the project 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 that would result in substantial erosion or siltation on- or off-site?**

The proposed project would not substantially alter the existing drainage pattern of the project site. The project site has been partially developed and the surrounding developments have altered any natural drainage features, therefore there are no drainage features that the proposed project could alter. There are no creeks, wetlands, or riparian habitats on the site. Construction of the proposed project would include on-site basins or swales that will act together for bioretention and detention and stormwater treatment and stormwater conveyance. The proposed project would not substantially increase future erosion potential because all areas proposed to be disturbed would be paved or landscaped avoiding exposed soils that

would be subject to erosion or siltation on- or off-site. The proposed project would comply with the City of Folsom Municipal Code Sections regulating the effects on hydrology and water quality from urban development and would be required to implement a SWPPP. Therefore, this impact would be less than significant.

- d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

Please see the response to question c. above. There are no natural drainage features and no creeks, wetlands, or riparian habitats on the project site. The proposed project would not substantially alter drainage patterns of the project site. Therefore, this impact would be less than significant.

- e) Would the project create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

The proposed project would not result in an increase of impervious surfaces on the site. The project site would include on-site bioretention areas that would collect runoff from the project site. Additionally, the proposed project would be required to comply with the existing regulatory requirements of the NPDES General Construction Activity Storm Water Permit and implement a SWPPP containing BMPs to prevent construction pollutants and products from violating any water quality standard or any waste discharge requirement. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff and would not exceed the capacity of stormwater drainage system or provide substantial additional sources of polluted runoff. Therefore, this impact would be less than significant.

- f) Would the project otherwise substantially degrade water quality?**

The proposed project would comply with all stormwater quality standards during and after construction and would incorporate appropriate BMPs to ensure that water quality is not degraded. See also the responses to a., c., and e. above. A less-than-significant impact would occur.

- g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

The proposed project is not located in a 100-year flood hazard area (FEMA 2012). The project would have no impact.

- h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

Please see the response to (g) above. The project would have no impact.

- i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

The American River is the primary river flowing through the City of Folsom. It is impounded by one major dam, Folsom Dam, and one minor dam, Nimbus Dam and wing dikes. If Folsom dam fails, a large area of the city would be inundated with water. The project site is located approximately 2.5 miles

southwest of Folsom Lake. If failure were to occur, the most likely cause would be a situation where there is more water coming into the lake than the spillways can drain, causing an overtopping of the dykes. Failure of the earthen wing dikes located south of Folsom Dam, including the Mormon Island Dam, would impact the City of Folsom immediately by inundating the area stretching the length of the Willow Creek/Humbug Creek parkway (City of Folsom 2014).

The proposed project would expose new development to inundation in the event of the failure of the earthen wing dikes. Potential for dam failure in this area is an existing condition. A dam failure would be preceded by very high lake levels, and would likely cause damage to structures within the spillway. The proposed project would adhere to City established evacuation plans reviewed by the Bureau of Reclamation. Additionally, the U.S. Army Corps of Engineers and the U.S. Bureau of Reclamation have joined in a cooperative effort to construct the Folsom Dam Auxiliary Spillway project. This project would help the Sacramento region achieve 200-year level of protection. The project will construct an auxiliary spillway to compliment the functions of the main Folsom Dam. It will allow water to be released earlier and more safely from Folsom Lake during a high water event. The auxiliary spillway is scheduled to be completed in late 2017. With implementation of the evacuation plan, people or structures would not be exposed to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or a dam. Therefore, flooding impacts would be less than significant.

**j) Would the project be subject to inundation by seiche, tsunami, or mudflow?**

The project site is located approximately 95 miles from the Pacific Ocean at elevations ranging from approximately 290 feet to 300 feet above mean sea level. Because of its location and distance from the Pacific Ocean the project site would not be subject to inundation by tsunami. The City is located adjacent to Folsom Lake, a reservoir on the American River impounded by a main dam on the river channel and wing dikes. Areas of the City adjacent to the wing dikes could be adversely affected by a seiche as a result of an earthquake, either through sloshing within a full reservoir or by a massive landslide or earth movement into the lake. Although historic seismic activity has been minor, the potential for strong ground shaking is present and the possibility exists of a strong earthquake occurring when lake levels are high. This could create a large enough wave to overtop or breach the wing dikes although this is considered to be a remote possibility.

Mudslides and other forms of mass wasting occur on steep slopes in areas having susceptible soils or geology, typically as a result of an earthquake or high rainfall event. The project site and vicinity is relatively flat. The proposed project would adhere to City grading standards, including requirements to evaluate slope stability and implement slope stabilizing measures as necessary. Therefore, the impact on the proposed project from inundation by seiche, tsunami, or mudflow is less than significant.

## References

City of Folsom. 2014 City of Folsom General Plan Update Existing Conditions Report. April.

[FEMA] Federal Emergency Management Agency. 2012 Flood Insurance Rate Map No. 06067C0116H.

[SWRCB] State Water Resources Control Board. 2010 Integrated Report (Clean Water Act Section 303 (d) List/305 (d) Report): California 2010 303 (d) Combined List. Available at: [http://www.waterboards.ca.gov/water\\_issues/programs/tmdl/integrated2010.shtml](http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml). Accessed February 22, 2017.

TLA Engineering and Planning. Preliminary Stormwater Control Plan For A Regulated Project, Bidwell Pointe. February 8, 2017.

U.S. EPA. National Pollutant Discharge Elimination System (NPDES). <https://www.epa.gov/npdes/stormwater-discharges-construction-activities>

U.S. EPA. Construction and Development Effluent Guidelines. <https://www.epa.gov/eg/construction-and-development-effluent-guidelines>.

# EXHIBIT G

Powering forward. Together.



April 28, 2017

ST. ANTON COMMUNITIES  
Attention: SAHAR SOLTANI  
1801 I STREET, SUITE 200  
SACRAMENTO, CA 95811

**SUBJECT: WILL SERVE LETTER**

Thank you for your inquiry relative to the availability of electric service for 125 E. Bidwell Street. Electric facilities in the area can be extended to serve the above project.

For any further inquiries, please contact me at 732-5755.

Sincerely,

A handwritten signature in blue ink that reads "Thanh Dang".

Thanh Dang  
Engineering Designer  
Design and Construction Services  
Grid Assets

# EXHIBIT H



**Pacific Gas and  
Electric Company**

**WE DELIVER ENERGY.™**

April 3<sup>rd</sup>, 2017

Sahar Soltani  
1801 I St, Suite 200  
Sacramento, CA 95811

Dear: Sahar Soltani

Re: 125 E BIDWELL ST, FOLSOM, CA 95630.

Gas service is available to the above referenced project.

Extensions of these facilities will be made in accordance with our gas and electric rules and regulations on file with the State of California Public Utilities Commission at the time the applicant applies for gas and electric service.

Any relocation of existing facilities would be done at the developer's expense.

If you have any questions, please call me at 916-386-5286

Sincerely,

A handwritten signature in blue ink that reads 'Debbie Stone'.

Debbie Stone  
PG&E Service Planning - Sacramento

## Attachment 15

### Public Comment Letters

## Steven Banks

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**From:** yvonne walker <yvonnewalker1948@gmail.com>  
**Sent:** Friday, June 09, 2017 1:46 PM  
**To:** Steven Banks  
**Subject:** Support for St. Anton: ref: Bidwell Point Apartment project at 125 E. Bidwell Folsom

This is a letter of thank you to the city of Folsom for the new project by St. Anton at 125 E. Bidwell in Folsom.

I have been waiting for quite some time for additional housing in Folsom by St. Anton. I have always found St. Anton to be of the highest quality in professional ethics, customer (residence) services, and all around good neighbor policies. They are truly a positive force to any neighborhood that they become part of. (I am hoping to be a resident of this newest community in Folsom).

I am now retired. I have over 40 years experience in customer service, project coordination, supervision, management and marketing operations in local and national political campaigns, the private business arena and non profit organizations. I also have experience in real estate sales and yes in property management.

I believe my professional and volunteer experiences qualifies my support and recommendation for St. Anton's new project in Folsom.

Sincerely,  
Yvonne Walker  
Fair Oaks, California

## Steven Banks

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**From:** U Laurent <ljlaurent@att.net>  
**Sent:** Friday, June 09, 2017 1:53 PM  
**To:** Christa Freemantle; Steven Banks  
**Cc:** Pamela@Waterboards Creedon; Patrick@Waterboards Pulupa; Felipe Rodriguez; Cynthia Renaud; Jim Francis; Sue Frost  
**Subject:** PN 17-045 140 apartments E. Bidwell Riley

To: City Clerk Freemantle  
for city council members, PN17-045 File, Plan Commission  
To: Steve Banks Dev.  
cc: P. Creedon CVRWQCB  
bcc

From: Laurie Laurent  
June 9, 2017

Re: PN 17-045 140 apts, 212,000 Sq ' on 4.2 acres gross, E. Bidwell & Riley

Public Notice states this low income project, mixed use Zone, 212,000 Sq Ft is **exempt from CEQA** under In Fill development Projects (15332). See cite below, **indicating this is NOT a site fitting criteria.**

This location has severe raw sewage conveyance problems. City added two major temporary inground sewage storage basins in this area because sewer pipes cannot accommodate flows. Basins are pumped out by city's army of Vector trucks, some of which are now disguised as large non-vector vehicles.

Since CA Waterboards SWRCB is investigating Folsom's "issues", city ought to anticipate full enforcement of the NPDES Permit on Folsom Sanitary sewer system Conveyances within entire city limits. Extracting raw sewage in historic district ancient small sewage pipes, creating sludge (dried raw sewage) at the Water Treatment Plant, storing this illegal sludge adjacent to the American River -- all are not only illegal but a reeking disaster. Public Health authorities and elected officials ought to insist the CV RWQCB act NOW.

Now comes the city worried about the extremely low income housing on a portion of this public site, calling it < 5 acres total because that eases evasion of environmental laws. According to the perjury-sworn Sewage Map done by a Folsom Public Works Director, sewage pipes in this area are very small, grossly impacted by all the big box retail outlets upstream, and very problematic. A contractor digging at this area for one of the illegal storage vaults found raw sewage everywhere. The line was 10 inches, for an incredible burden of sewage as well. He panicked realizing if he got to the broken pipes NOTHING could stop this raw sewage from flowing directly downhill into the

American River. No shut-offs exist. Only new item is two large improper sewage "vaults" interfering with the normal flow, and MONITORING of flows in these pipes.

Personally, city council would have to be insensate to believe city can exempt this under cited 15332 because everyone in and around the city knows **traffic is inexcusable terrible** because the two lane roads cannot handle school traffic, bridge traffic (major cross-city route), and normal commercial traffic. Council will incur great wrath if it further prevents fire, police, and Emergency movements at this critical node. Perhaps the 3 long time (possibly retiring) council-folks don't care what they approve at their exit. Just from a child and public safety point of view and narrowness of major through-route Riley Street with its two lanes -- this project is an unmitigated disaster. No wonder it is not Sealed/approved by a Lic. CA Engineer.

While the city has refused to increase SSS capacity -- either side of Highway 50 -- and is currently causing 11,000 houses to begin construction with connections to our American River water (violation of Measure Water and City Charter), the city at same date is borrowing \$59 MILLION via bonds based upon our existing faith & credit. PN states \$59 million usage is described as "the project" -- but no one has access to Plans, and city Engineers' Approvals. Is part of this \$59 M paying for this land? What is source of funds for the unknown owner, which could be Folsom (because city won't name owner). Is this \$59 million really to connect S50 Folsom Plan Area to our water supply and existing sewage 33 inch pipeline, by tunneling under Highway 50 near Intel?

As for General Plan consistency mandate: Folsom illegally added its own law declaring Zoning and Gen. Plan do NOT have to agree, and Folsom can use either device. Gen. Plan Update process has not been done in 20 years or more, although city changes GP Designations at their whim, with NO city engineer seal/certification, and NO circulation to other agencies and utility providers.

Who owns this land? Did the city take title?

**Under PRA I am requesting the names and addresses of the owners of 125 E. Bidwell St. This is essential Public Information.**

St. Anton/Hurley do not claim ownership: <http://antoncap.com/#home-about>  
"The St. Anton team is actively engaged in all details of a project from acquisition to design, construction, and management operations."

CA Title 14, city cites it as authorizing CEQA Exemption and refusal to circulate Notice of Intent, et alia.

**Whoever decided this, should put their License on the line with Seal/Certification.**

## **15332. In-Fill Development Projects.**

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

**(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

(e) The site can be adequately served by all required utilities and public services.

**Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

**Discussion:** This section is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects which are consistent with local general plan and zoning requirements. This class is not intended to be applied to projects which would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by the factors described in section 15300.2.

Attachment 16  
Site Photographs



