

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
October 4, 2017
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: Vice Chair John Arnaz, Jennifer Lane, Kevin Mallory, Justin Raithel, Aaron Ralls, Thomas Scott, 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 September 6, 2017 will be presented for approval.

NEW BUSINESS

1. PN 17-261, Broadstone Park Professional Center, 1837 Iron Point Road – Tentative Parcel Map and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Carlsen Investments for approval of a Tentative Parcel Map to subdivide a .89-acre parcel (includes two existing building) located at 1837 Iron Point Road within the Broadstone Park Professional Center into two parcels. The project is zoned M-L (Limited Manufacturing District) and the General Plan land-use designation for the site is IND (Industrial/Office Park). The project is categorically exempt from the California Environmental Quality Act (CEQA) under Minor Land Divisions (15315). **(Project Planner: Principal Planner, Steve Banks / Applicant: Carlsen Investments)**

2. PN 17-252, Iron Point Retirement Community – Planned Development Permit and Conditional Use Permit Extension

A Public Hearing to consider a request from RSC Engineering for approval of a Planned Development Permit and Conditional Use Permit Extension for development of a 126-unit senior retirement community on a 4.68-acre site located on the south side of Iron Point Road between Broadstone Parkway and Rowberry Drive. The zoning classification for the site is BP PD and the General Plan land-use designation is CC. A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Iron Point Retirement Community project (PN 15-139) on January 12, 2016 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Principal Planner, Steve Banks / Applicant: RSC Engineering)**

3. PN 17-303, Parkway Village H1 and H2 Subdivision – Tentative Subdivision Map Amendment

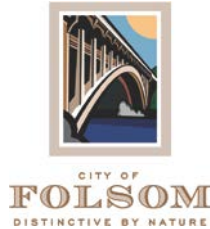
A Public Hearing to consider a request from the Parker Development Company for approval of a Tentative Subdivision Map Amendment for revisions to a previously approved Tentative Subdivision Map associated with a 16-unit single-family residential subdivision located on the north side of Silberhorn Drive, slightly east of the intersection of Silberhorn Drive and Trowbridge Lane. The primary purpose of the Amendment is to modify conditions of approval for the project relative to construction of a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive and dedication of a proposed sewer lift station to the City. The zoning classification for the site is SP 93-3, while the General Plan land-use designation is SFHD. A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Parkway Village H1 and H2 Subdivision project (PN 12-370) on December 8, 2015 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Principal Planner, Steve Banks / Applicant: Parker Development Company)**

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **October 18, 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, 2nd 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
September 6, 2017
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

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

ABSENT: SCOTT

CITIZEN COMMUNICATION: None

MINUTES: The minutes of August 2, 2017 were approved as submitted.

NEW BUSINESS

1. PN 17-247: McDonald's Restaurant Commercial Design Review and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Kevin McAuley for approval of a Commercial Design Review application for façade alterations, new exterior paint colors, and minor site improvements to an existing 3,621-square-foot McDonald's Restaurant building at 697 East Bidwell Street. The zoning classification for the project is C-2 (Central Business District), and the General Plan land use 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, Joshua Kinkade / Applicant: Kevin McAuley)**

COMMISSIONER RALLS MOVED TO APPROVE COMMERCIAL DESIGN REVIEW FOR FAÇADE ALTERATIONS, NEW EXTERIOR PAINT COLORS, AND MINOR SITE IMPROVEMENTS TO THE EXISTING 3,621-SQUARE-FOOT MCDONALD'S RESTAURANT BUILDING LOCATED AT 697 EAST BIDWELL STREET WITH THE FOLLOWING FINDINGS AND CONDITIONS OF APPROVAL: GENERAL FINDINGS A & B; CEQA FINDING C; DESIGN REVIEW FINDINGS D & E; CONDITIONS OF APPROVAL NO. 1 – 19.

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

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

2. **PN 17-113, Folsom Plan Area Specific Plan Specific Plan Amendment**

A Public Hearing to consider a joint application request by the City of Folsom and the Folsom Plan Area Landowners for approval of a Specific Plan Amendment to add lot coverage standards to the Specific Plan, and to create a Planned Development Overlay District for specific properties located within the Folsom Plan Area. The 3,514-acre Folsom Plan Area is generally located north of White Rock Road, south of U.S. Highway 50, east of Prairie City Road, and west of the El Dorado County/Sacramento County line. An EIR/EIS and associated Mitigation Monitoring and Reporting Program was previously adopted for the Folsom Plan Area project on June 28, 2011 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Principal Planner, Steve Banks / Joint Applicants: City of Folsom / Folsom Plan Area Landowners)**

COMMISSIONER JACKSON MOVED TO RECOMMEND TO THE CITY COUNCIL APPROVAL THE SPECIFIC PLAN AMENDMENT TO EXPAND THE PREVIOUSLY APPROVED BOUNDARIES OF THE PLANNED DEVELOPMENT OVERLAY DISTRICT, ADD MAXIMUM BUILDING COVERAGE RATIOS, AND MODIFY THE PUBLIC/QUASI-PUBLIC (PQP) SECTION OF THE FOLSOM PLAN AREA SPECIFIC PLAN WITH THE FOLLOWING FINDINGS: GENERAL FINDINGS A & B; CEQA FINDING C; SPECIFIC PLAN AMENDMENT FINDING D.

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

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

PLANNING MANAGER REPORT

None

RESPECTFULLY SUBMITTED,

Amanda Palmer, SECRETARY

APPROVED:

Ross Jackson, CHAIRMAN

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Broadstone Park Professional Center Tentative Parcel Map
PROPOSAL	Request for approval of a Tentative Parcel Map to subdivide an existing .89-acre property into two individual parcels and a request for a determination that the project is exempt from CEQA
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions of approval
OWNER/APPLICANT	Carlsen Investments, LLC
LOCATION	1837 Iron Point Road
ASSESSOR'S PARCEL NO	072-3060-004
GENERAL PLAN DESIGNATION	IND (Industrial/Office Park)
ZONING	M-L PD (Limited Manufacturing, Planned Development District)
ADJACENT LAND USES/ZONING:	North: Commercial Development (M-L PD) with Iron Point Road Beyond South: U.S. Highway 50 with the Folsom Plan Area Beyond East: Open Space (OSC) with Commercial Development Beyond West: Commercial Development (SP 92-1) with Single-Family Residential Development Beyond
SITE CHARACTERISTICS	The project site is fully developed with two, single-story commercial office buildings (5,204 square feet and 8,350 square feet respectively) and associated site

improvements including drive aisles, parking, site lighting, and site landscaping

PREVIOUS ACTION

Planning Commission approval of a Tentative Parcel Map and Planned Development Permit for the Broadstone Park Professional Center on December 7, 2005 and Planning Commission approval of two separate Tentative Parcel Map Applications for the Broadstone Park Professional Center on April 16, 2008

FUTURE ACTION

Approval of the Parcel Map

APPLICABLE CODES

FMC 16.24, Parcel Maps
FMC 17.32, Limited Manufacturing District
FMC 17.57, Parking Requirements

ENVIRONMENTAL REVIEW

The project is exempt from environmental review under Section 15315 (Minor Land Divisions) of the California Environmental Quality Act (CEQA) Guidelines

ATTACHMENTS

1. Vicinity Map
2. Tentative Parcel Map, dated June 28, 2016
3. Site Photographs

PROJECT PLANNER

Steve Banks, Principal Planner

BACKGROUND

On December 7, 2005, the Planning Commission approved a Tentative Parcel Map and Planned Development Permit for development of the Broadstone Park Professional Center on an 8.16-acre site located on the south side of Iron Point Road, slightly west of the intersection of Iron Point Road and Oak Avenue Parkway. The aforementioned project, which provided for development of a 73,829-square-foot commercial office complex, included a combination of twelve one and two-story office buildings spread among ten individual parcels. On April 16, 2008, the Planning Commission approved a Tentative Parcel Map to subdivide an existing parcel (Parcel No. 2) within the Broadstone Park Professional Center into two individual parcels. Also on April 16, 2008, the Planning Commission approved a Tentative Parcel Map to subdivide an existing parcel (Parcel No. 4) within the Broadstone Park Professional Center into two individual parcels. Subsequently, the Tentative Parcel Map associated with Parcel No. 4 was not recorded and the entitlement expired; as a result, the subject parcel was not subdivided.

APPLICANT'S PROPOSAL

The applicant, Carlsen Investments, LLC, is requesting approval of a Tentative Parcel Map to subdivide an existing .89-acre parcel (Parcel No. 4) located within the Broadstone Park Professional Center at 1837 Iron Point Road into two individual parcels. Proposed Parcel 4A, which includes an existing single-story, 5,204-square-foot commercial office building, will be .284-acres in size. Parcel 4B, which includes an existing single-story, 8,350-square-foot commercial building, will be .602-acres in size. The applicant is proposing to dedicate reciprocal parking and access easements for common use of the drive aisles and parking spaces located within the two proposed parcels, consistent with the existing parking and access agreement established for the Broadstone Park Professional Center.

GENERAL PLAN AND ZONING COMPLIANCE

The General Plan land use designation of the site is IND (Industrial/Office Park) and the zoning for the site is M-L PD (Limited Manufacturing, Planned Development District). The project is consistent with both the General Plan land use designation and the Zoning designation for the site, as commercial development is identified as a permitted land use in the Folsom Municipal Code (FMC, Section 17.32). In addition, the proposed project (which includes creation of two separate parcels) meets all of the development requirements set forth in the Broadstone Park Professional Center Planned Development Guidelines including minimum lot area, building setbacks, and parking. There are no requirements for minimum lot width or maximum building coverage.

TENTATIVE PARCEL MAP

As referenced earlier within this report, the applicant is requesting approval of a Tentative Parcel Map to subdivide the .89-acre project site into two separate parcels with the intent of allowing each parcel to be sold and operated independently from the other parcel. The newly created parcels, which are .284-acres (Parcel 4A) and .602-acres (Parcel 4B) in size respectively, will include existing buildings, drive aisles, parking spaces, lighting, and landscaping. Access to the two parcels (and the other parcels within the Broadstone Park Professional Center) is provided by an existing driveway located on Iron Point Road. Staff recommends that the applicant dedicate reciprocal access easements for drive aisle access, parking, trash/recycling, landscaping, sewer, water, and fire protection systems. Condition No. 10 is included to reflect this requirement.

ENVIRONMENTAL REVIEW

The project is exempt from environmental review under Section 15315 (Minor Land Divisions) of the California Environmental Quality Act (CEQA) Guidelines.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO APPROVE THE BROADSTONE PARK PROFESSIONAL CENTER TENTATIVE PARCEL MAP PROJECT CREATING TWO (2) PARCELS AS ILLUSTRATED IN ATTACHMENT 2, WITH THE FOLLOWING FINDINGS AND CONDITIONS (NO. 1-10);

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE OF THE CITY, AND THE BROADSTONE PARK PROFESSIONAL CENTER PLANNED DEVELOPMENT GUIDELINES.

CEQA FINDING

- C. THE PROJECT IS EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15315 (MINOR LAND DIVISIONS) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.

TENTATIVE PARCEL MAP FINDINGS

- D. THE PROPOSED TENTATIVE PARCEL MAP IS CONSISTENT WITH THE GENERAL PLAN, THE CITY'S SUBDIVISION ORDINANCE, AND OTHER APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- E. THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS WILL NOT CAUSE ENVIRONMENTAL DAMAGE OR INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- F. THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS WILL NOT CAUSE PUBLIC HEALTH OR SAFETY PROBLEMS.
- G. THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF, PROPERTY WITHIN THE PROPOSED TENTATIVE PARCEL MAP.
- H. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.
- I. THE SITE IS PHYSICALLY SUITABLE FOR THE DENSITY OF DEVELOPMENT.

Submitted,

PAM JOHNS
Community Development Director

CONDITIONS

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

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
		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		
FD	Fire Department		
CD	Community Development Department		

**CONDITIONS OF APPROVAL FOR THE BROADSTONE PARK PROFESSIONAL CENTER
TENTATIVE PARCEL MAP (PN 17-261)**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.	<p>The applicant shall submit final plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Tentative Parcel Map, dated June 28, 2017 <p>The project is approved for the Broadstone Park Professional Center Tentative Parcel Map, which includes subdividing an existing .89-acre parcel (Parcel No. 4) into two individual parcels. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	M	CD (P)(E)
2.	<p>The project approval granted under this staff report shall remain in effect for two years from final date of approval (October 4, 2019). Failure to record the Parcel Map within this time period, without subsequent extension of this approval shall result in termination of this approval.</p>	M	CD (P)
3.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

DEVELOPMENT COSTS AND FEE REQUIREMENTS

4.	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.	M	CD (P)(E)
5.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (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.	M	CD (P)(E)
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 Final Map, improvement plans, or beginning inspection, whichever is applicable.	M	CD (P)(E)
MAP REQUIREMENTS			
8.	The owner/applicant shall provide a digital copy of the recorded Parcel Map (in AutoCAD format) to the Community Development Department.	OG	CD (E)
9.	The owner/applicant shall dedicate all reciprocal access easements for driveway aisle access, parking, trash/recycling, landscaping, sewer, water, and fire protection systems on the Parcel Map.	M	CD (E)
10.	The owner/applicant shall provide a complete building code analysis prepared by a licensed architect or engineer verifying that all setbacks to property lines as proposed are permitted or show that the improvements required to keep the buildings in Code compliance. The building code analysis shall consider the fire rating of exterior walls, opening requirements, building areas, and construction type and occupancy classifications. Any work necessary shall be completed prior to approval of the Parcel Map.	M	CD (E)

Attachment 1

Vicinity Map

Vicinity Map



Attachment 2

Tentative Parcel Map, Dated June 28, 2017



OVERALL SCALE 1"=100'

- NOTES**
1. ALL EXISTING BUILDINGS PER SEWERAGE TREATMENT TITLE REPORT DATED JUNE 2, 1987.
 2. THERE ARE EXISTING TREES ON THE SUBJECT PARCEL(S). PLEASE REFERENCE ARBORIST REPORT FOR PRELIMINARY FIELD INVESTIGATION THEREIN FOR TREE REMOVAL OR HANDLING TO BE DONE ON THE SUBJECT PARCEL(S).
 3. PORTIONS OF LOT 10 COMMON AREA SHALL BE REMOVED AND CONVEYED TO THE CITY OF FOLSOM FOR THE COMMON AREA.
 4. RECORD ACCESS AND PARKING AGREEMENT SHALL BE RECORDED AGAINST APPLICABLE PARCELS ON THIS MAP.
 5. RECORD ACCESS AND PARKING AGREEMENT SHALL BE RECORDED AGAINST APPLICABLE PARCELS ON THIS MAP.
 6. PUBLIC UTILITIES AND FACILITIES AS REQUIRED BY THE CITY OF FOLSOM SHALL BE PROVIDED BY THE CITY OF FOLSOM AND SHALL BE RECORDED AGAINST APPLICABLE PARCELS ON THIS MAP.
 7. AS PART OF DEVELOPING THE FINAL PARCEL MAP, THE CITY OF FOLSOM SHALL BE REQUIRED TO CHANGE TO THE FINAL PLANNED LOTS AND TO CHANGE TO THE FINAL PLANNED LOTS AND TO CHANGE TO THE FINAL PLANNED LOTS AND TO CHANGE TO THE FINAL PLANNED LOTS.
 8. AS PART OF DEVELOPING THE FINAL PARCEL MAP, THE CITY OF FOLSOM SHALL BE REQUIRED TO CHANGE TO THE FINAL PLANNED LOTS AND TO CHANGE TO THE FINAL PLANNED LOTS AND TO CHANGE TO THE FINAL PLANNED LOTS.



UTILITY PROVIDERS

WATER	ELECTRIC
SEWER	TELEPHONE
SANITARY SEWER	CABLE
GAS	CONCRETE
TELEPHONE	
SEWER	
TELEPHONE	
SEWER	
TELEPHONE	

PROJECT SUMMARY

ASSESSED PARCEL NO.
05280204

OWNER
COLSON INVESTMENTS LLC
181 IRON POINT ROAD
FOLSOM, CA 95680

PROJECT NO.
181 IRON POINT ROAD
FOLSOM, CA 95680

ENGINEER/ARCHITECT
T.S. & S. ENGINEERS
181 IRON POINT ROAD
FOLSOM, CA 95680

EXISTING NUMBER OF LOTS
0

PROPOSED NUMBER OF LOTS
2

PROPOSED USE AND PROPOSED USE
OFFICE BUILDING
OFFICE BUILDING

EXISTING ZONING
MTRP

PROPOSED ZONING
MTRP

TENTATIVE MAP STATEMENT

THE CITY ENGINEER HAS REVIEWED THE TENTATIVE MAP AND HAS DETERMINED THAT THE TENTATIVE MAP IS IN ACCORDANCE WITH THE TENTATIVE MAP ACT AND THE TENTATIVE MAP REGULATIONS. THE CITY ENGINEER HAS REVIEWED THE TENTATIVE MAP AND HAS DETERMINED THAT THE TENTATIVE MAP IS IN ACCORDANCE WITH THE TENTATIVE MAP ACT AND THE TENTATIVE MAP REGULATIONS.

DATE
9/29/17

DATE
9/29/17

FLOOD ZONE
THE FLOOD ZONE INFORMATION IS BASED ON THE FLOOD ZONE MAP OF THE CITY OF FOLSOM, CALIFORNIA, AND IS SUBJECT TO CHANGE WITHOUT NOTICE.

BENCH MARK
ELEVATION: 275.66
BEARING: 117.00°

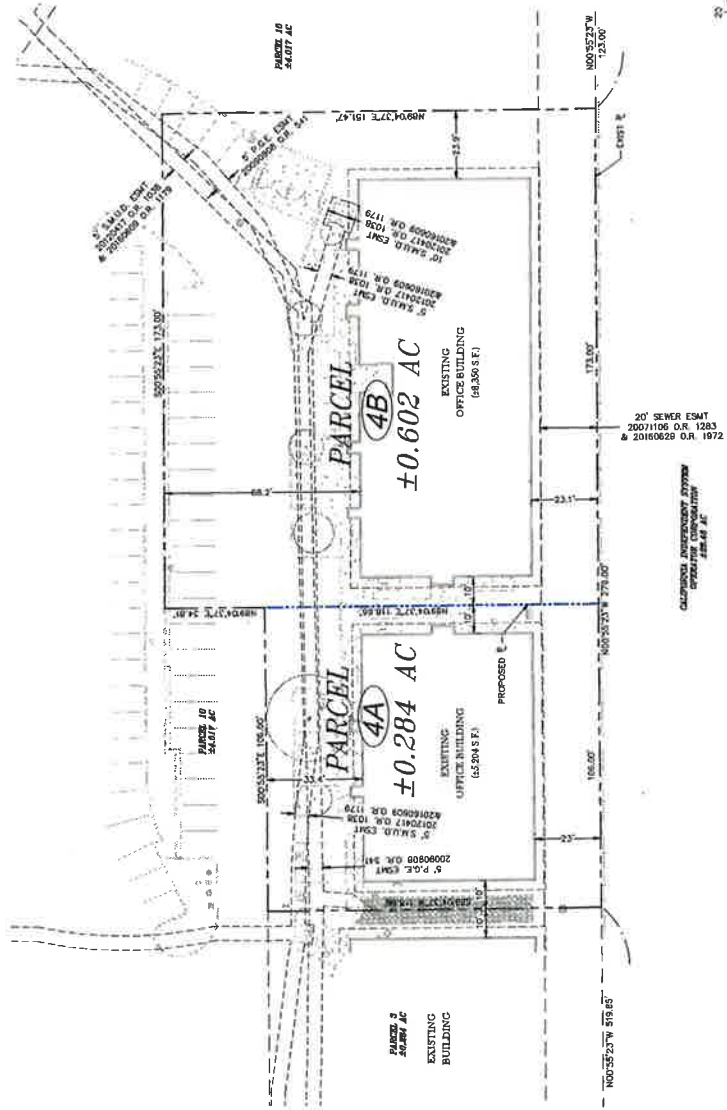
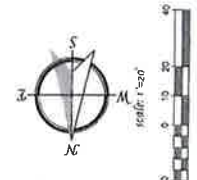
BASIS OF BEARING
THE BASIS OF BEARING FOR THIS MAP IS THE TRUE MERIDIAN.

LEGAL DESCRIPTION
THE LAST EXPRESSED TO BEARIN BELOW IS SITUATED IN THE CITY OF FOLSOM, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:
PARCEL ONE BEING ON THE PARCEL MAP OF THE CITY OF FOLSOM, CALIFORNIA, CENTERED IN DECEMBER, 2007 IN BOOK 26 OF PARCEL MAPS, AT PAGE 16, SACRAMENTO COUNTY RECORDS.

TENTATIVE PARCEL MAP NO. _____
FOR
BROADSTONE PARK
PROFESSIONAL CENTER, PARCEL 4
1837 IRON POINT ROAD, FOLSOM, CA 95680

ISD ENGINEERING, INC.
FOLSOM, CALIFORNIA
APN: 072-3060-004

21 Norcross Street, Suite #60
Folsom, CA 95680
Phone: (916) 968-0977
Fax: (916) 968-0977

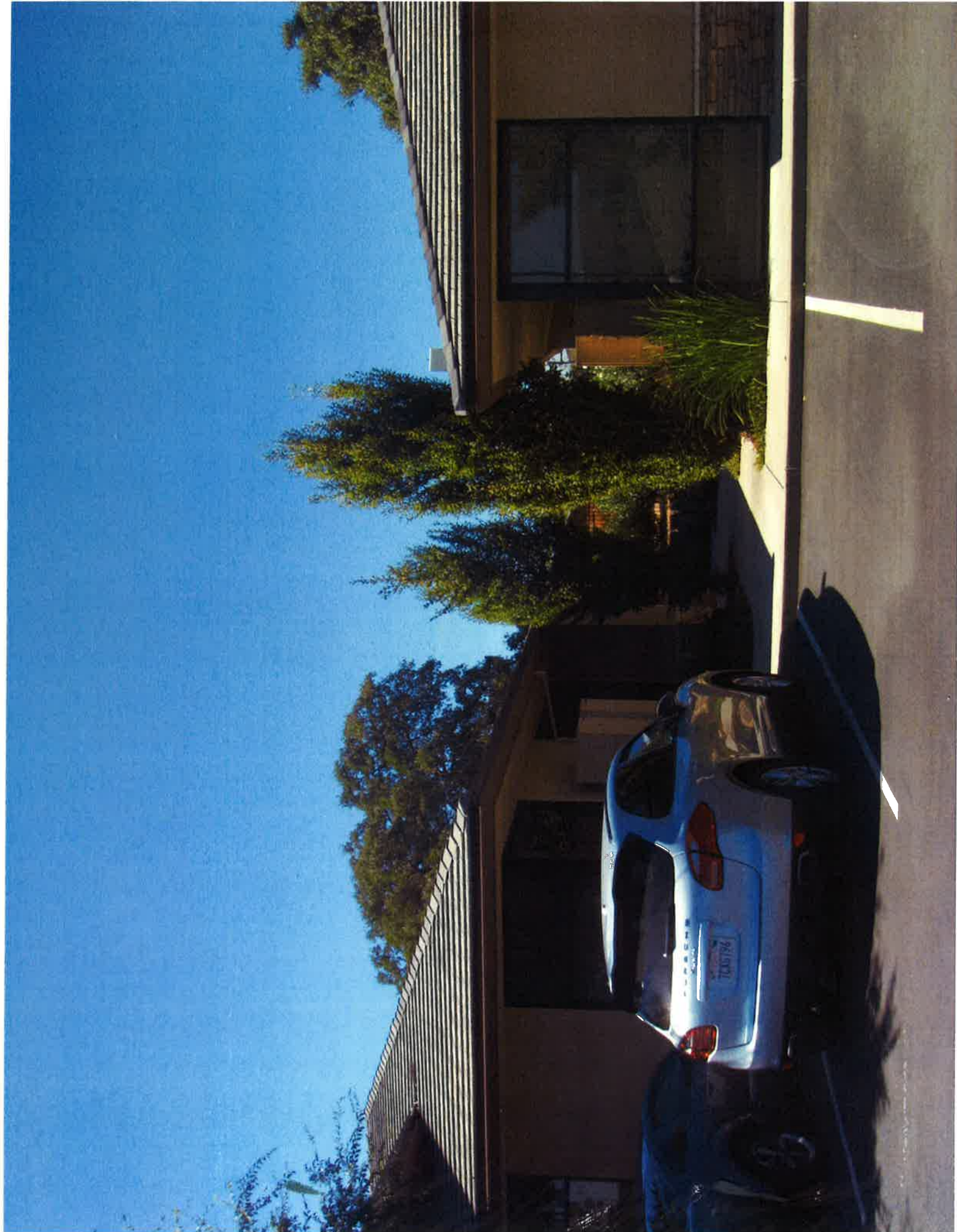


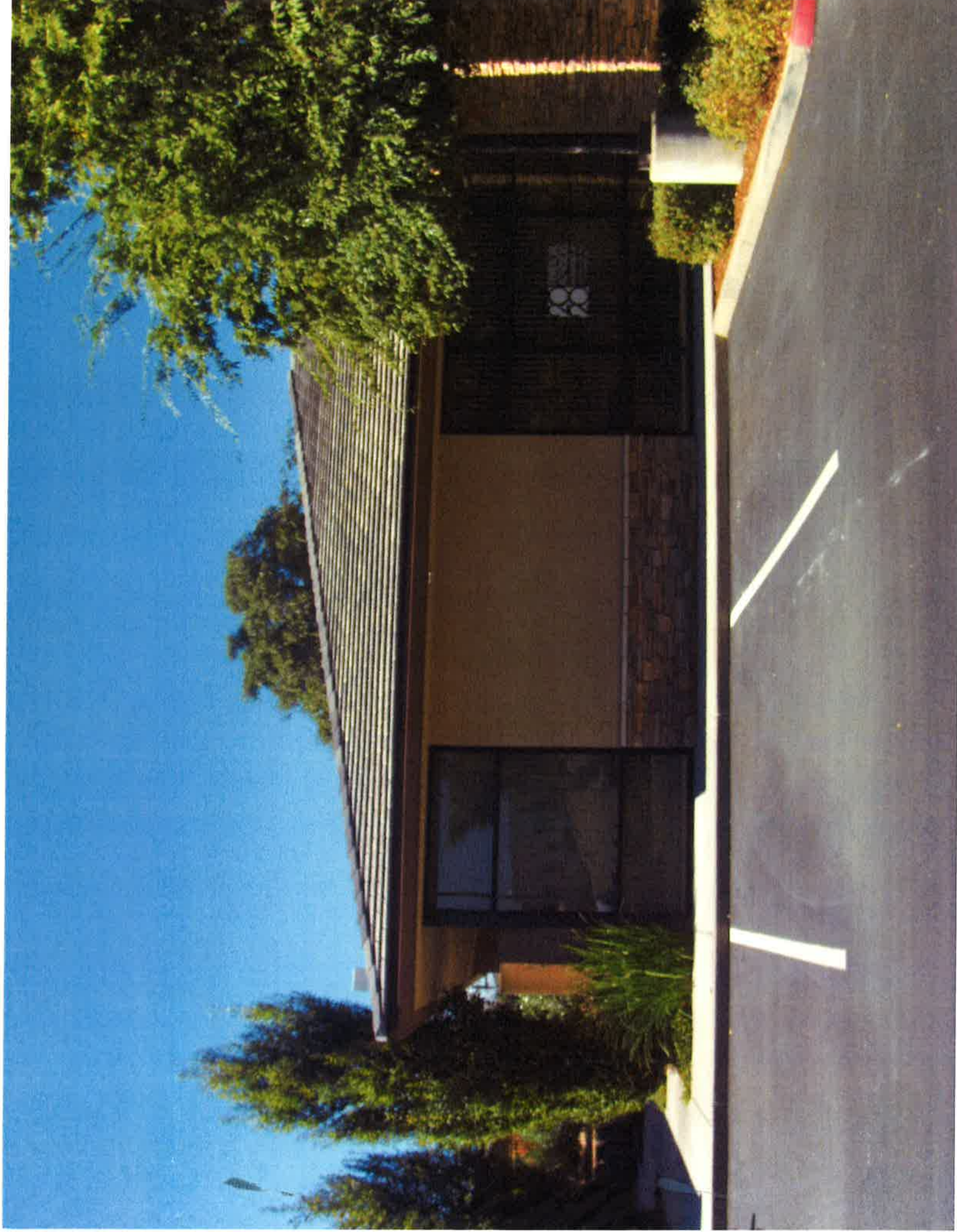
PROPOSED PROPERTY LINE SCALE 1"=20'

Attachment 3
Site Photographs









PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Iron Point Retirement Community Entitlement Extension
PROPOSAL	Request for approval of a Planned Development Permit Extension and Conditional Use Permit Extension for development of a 126-unit retirement community at 2275 Iron Point Road
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions
OWNER/APPLICANT	Evergreen Folsom Land Joint Venture/RSC Engineering, Inc.
LOCATION	The 4.68-acre project site is located on the south side of Iron Point Road between Broadstone Parkway and Rowberry Drive (2275 Iron Point Road)
ASSESSOR'S PARCEL NO:	072-3120-023
GENERAL PLAN DESIGNATION	CC (Community Commercial)
ZONING	BP PD (Business and Professional, Planned Development District)
ADJACENT LAND USES/ZONING	North: Iron Point Road with Single-Family Residential Development (R-1-M PD) Beyond South: Commercial Development (M-L PD) with U.S. Highway 50 Beyond East: Open Space (OSC) with Commercial Development (M-L PD) Beyond West: Open Space (OSC) with Commercial Development (M-L PD) Beyond

SITE CHARACTERISTICS

The project site, which has previously been disturbed by neighboring development activity, is rectangular in shape and slopes gradually from the northeast to the southwest. Non-native grasses cover a majority of the site with a small grove of oak trees being situated in the southwest corner. The project frontage along Iron Point Road is developed with a sidewalk and retaining wall, while eastern frontage along a private road includes lighting and landscaping improvements.

PREVIOUS ACTION

City Council approval of a Tentative Subdivision Map and Planned Development Permit for the Folsom Corporate Center (PN 00-136) on August 15, 2000 and City Council approval of a General Plan Amendment, Rezone, Planned Development Permit, and Conditional Use Permit for the Iron Point Retirement Community (PN 15-139) on January 26, 2016

FUTURE ACTION

Issuance of Grading and Building Permits

APPLICABLE CODES

FMC 12.16, Tree Preservation Ordinance
FMC 17.22, Commercial Land Use Zones
FMC 17.38, Planned Development District
FMC 17.57, Parking Requirements
FMC 17.60, Use Permits
Folsom Corporate Center Planned Development Guidelines

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Iron Point Retirement Community Project (PN 15-139) on January 26, 2016 in accordance with the California Environmental Quality Act (CEQA)

ATTACHED REFERENCE MATERIAL

1. Vicinity Map
2. Conditions of Approval
3. Site Plan, dated August 18, 2015
4. Building Elevations and Renderings, dated May 15, 2015
5. City Council Staff Report, dated January 26, 2016
6. Letter from Applicant, dated July 5, 2017
7. Site Photographs

PROJECT PLANNER

Steve Banks, Principal Planner

BACKGROUND

On August 15, 2000, the City Council approved a Tentative Subdivision Map and Planned Development for development of a 1.425-million-square-foot professional office center known as the Folsom Corporate Center. On May 1, 2002, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for development of a 255,795-square-foot retail shopping center known as Folsom Gateway within the eastern portion of the previously approved Folsom Corporate Center. The aforementioned approval resulted in the loss of 395,000 square feet of office space within the Folsom Corporate Center. Subsequent to City Council approval of the Folsom Corporate Center, a total of four professional office buildings have been developed within the Folsom Corporate Center with major tenants including HDR, Kaiser Permanente, Micron, and Safe Credit Union. It is important to note that there are currently four undeveloped commercially-zoned parcels remaining within the Folsom Corporate Center including the subject property.

On January 26, 2016, the City Council approved a General Plan Amendment, Rezone, Planned Development Permit, and Conditional Use Permit for development of the 126-unit senior retirement community known as the Iron Point Retirement Community on a 4.68-acre property located at 2275 Iron Point Road. Subsequent to City Council approval of the Iron Point Retirement Community project, the applicant indicated to City staff that they would not be in a position to submit the improvement plans and initiate construction prior to the entitlements expiring. As a result, the applicant submitted a timely letter (July 5, 2017) to the City requesting a two year extension of the Planned Development Permit and Conditional Use Permit for the Iron Point Senior Retirement Community project.

POLICY/RULE

The Folsom Municipal Code (FMC) requires that applications for Planned Development Permit Extensions and Conditional Use Permits Extensions be forwarded to the Planning Commission for final action. Expiration of the Planned Development Permit is covered by Section 17.38.110 of the Folsom Municipal Code and expiration of the Use Permit is covered by Section 17.60.060 of the Folsom Municipal Code.

APPLICANT'S PROPOSAL

The applicant, RSC Engineering, Inc., is requesting a two-year extension in time of the previously approved Planned Development Permit and Conditional Use Permit associated with development of the Iron Point Retirement Community project located at 2275 Iron Point Road. The applicant has indicated that additional time is required to perfect the improvement plans and construction documents necessary to move forward with development of the project. A full description of the previously approved retirement community project is included as Attachment 5 to this staff report.

ANALYSIS

As noted in the background section of this report, the City Council approved a General Plan Amendment, Rezone, Planned Development Permit, and Conditional Use Permit for development of the Iron Point Retirement Community project on January 26, 2016. With respect to timing of the development, a condition of approval was placed on the project stating that "failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval." In this particular case, the Planned Development Permit and Conditional Use Permit for the project are valid until January 26, 2018. It

is important to note other entitlements (General Plan Amendment and Rezone) associated with the project do not require an extension as the General Plan Amendment went into effect immediately after the original project approval and the Rezone went into effect 30 days after the original project approval.

On July 5, 2017, the project applicant (RSC Engineering, Inc.) submitted a timely letter (Attachment 6) to the City requesting a two-year extension in time for the previously approved Conditional Use Permit and Planned Development Permit. In the letter, the applicant indicates that they are fully invested in moving forward with the project; however, they are not currently in a position to submit improvement plans or construction documents to the City prior to expiration of the entitlements. The applicant also states that their intent is to submit improvement plans and construction documents to the City early next year and be in a position to begin construction of the project by the end of 2018 or the beginning of 2019.

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

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Harvest Subdivision Project (PN 15-139) project on January 26, 2016 in accordance with the California Environmental Quality Act (CEQA). Staff has determined that no new impacts will result from this extension that were not already considered with the previous approval. No further environmental review is required.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO APPROVE THE CONDITIONAL USE PERMIT EXTENSION AND PLANNED DEVELOPMENT PERMIT EXTENSION FOR A PERIOD OF TWO YEARS (UNTIL JANUARY 26, 2020) FOR DEVELOPMENT OF THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 17-252) WITH THE FOLLOWING FINDINGS AND CONDITIONS OF APPROVAL ATTACHED TO THIS REPORT (NO. 1-61);

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. A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM WERE PREVIOUSLY APPROVED FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139) ON JANUARY 26, 2016 IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). NO NEW IMPACTS WILL RESULT FROM THIS EXTENSION THAT WERE NOT ALREADY CONSIDERED WITH THE PREVIOUS APPROVAL, SO NO FURTHER ENVIRONMENTAL REVIEW IS REQUIRED UNDER CEQA.
- D. NONE OF THE CONDITIONS DESCRIBED IN SECTION 15162 OF THE CEQA GUIDELINES CALLING FOR THE PREPARATION OF A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT HAVE OCCURRED.

PLANNED DEVELOPMENT PERMIT EXTENSION FINDINGS

- E. EXTENSION OF THE PLANNED DEVELOPMENT PERMIT FOR THE PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.
- F. EXTENSION OF THE PLANNED DEVELOPMENT PERMIT FOR THE PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- G. THERE ARE NO CHANGES ON THE PROJECT SITE, OR IN THE VICINITY OF THE PROJECT, THAT WOULD REQUIRE MODIFICATION TO OR RECONSIDERATION OF ANY CONDITIONS OF APPROVAL FOR THIS PROJECT.

CONDITIONAL USE PERMIT EXTENSION FINDING

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

Submitted,

PAM JOHNS
Community Development Director

CONDITIONS

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

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
		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 IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
 PLANNED DEVELOPMENT PERMIT EXTENSION AND CONDITIONAL USE PERMIT EXTENSION
 2275 IRON POINT ROAD**

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"> • General Plan Amendment Exhibit, dated June 15, 2015 • Rezone Exhibit, dated June 15, 2015 • Preliminary Site Plan, dated August 18, 2015 • Preliminary Grading and Drainage Plan, dated August 18, 2015 • Preliminary Utility Plan, dated August 18, 2015 • Preliminary Landscape Plan, dated August 18, 2015 • Preliminary Lighting Plan, dated August 18, 2015 • Preliminary Access and Circulation Plan, dated August 18, 2015 • Preliminary Fencing Details • Building Elevations and Floor Plans, dated May 15, 2015 • Color Building Renderings 	B	CD (P)(E)
2.	<p>The project is approved for the development and operation of the Iron Point Retirement Community project, which includes a three-story, 132,904-square-foot building. 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 approval granted under this staff report shall remain in effect for two years from final date of approval (January 26, 2020). 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 IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
 PLANNED DEVELOPMENT PERMIT EXTENSION AND CONDITIONAL USE PERMIT EXTENSION
 2275 IRON POINT ROAD**

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"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith 	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	<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> <p>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.</p>	G, I	CD (P)(E)
DEVELOPMENT COSTS AND FEE REQUIREMENTS			
6.	The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
7.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
 PLANNED DEVELOPMENT PERMIT EXTENSION AND CONDITIONAL USE PERMIT EXTENSION
 2275 IRON POINT ROAD**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
8.	<p>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.</p>	I	CD (P)(E)
9.	<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 improvement plans or beginning inspection, whichever is applicable.</p>	I, B	CD (P)(E)
10.	<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, 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.</p>	B	CD (P)(E), PW, PK
11.	<p>The project is subject to the Housing Trust Fund Ordinance, unless exempt by a previous agreement.</p>	B	CD (P)

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
 PLANNED DEVELOPMENT PERMIT EXTENSION AND CONDITIONAL USE PERMIT EXTENSION
 2275 IRON POINT ROAD**

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

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
 PLANNED DEVELOPMENT PERMIT EXTENSION AND CONDITIONAL USE PERMIT EXTENSION
 2275 IRON POINT ROAD**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
17.	Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
18.	The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
19.	The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)
20.	For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
21.	The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <u>Standard Construction Specifications</u> .	I	CD (E)
22.	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)
23.	Any reimbursement for public improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
24.	The owner/applicant shall dedicate a 12.5-foot-wide public utility easement for underground facilities and appurtenances adjacent to all public rights-of-way.	I	CD (E)

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
 PLANNED DEVELOPMENT PERMIT EXTENSION AND CONDITIONAL USE PERMIT EXTENSION
 2275 IRON POINT ROAD**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
25.	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing parking lot lights, building-attached lights, and landscape lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.	I, B	CD (P)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS			
26.	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)
27.	The storm drain swale or onsite improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.	G, I, B, O	CD (E)
28.	Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <i>Erosion and Sedimentation Control Standards and Specifications</i> -current edition and as directed by the Community Development Department.	G, I	CD (E)
29.	The proposed development is considered commercial land use and will add over 1 acre of new impervious area to the site; therefore, stormwater quality treatment shall be provided. The City requires developers to utilize the <i>Guidance Manual for On-Site Stormwater Quality Treatment Control Measures</i> (January 2000) ("On-Site Manual") in selecting and designing source control and post-construction facilities to treat runoff from the project.	G, I	CD (E)
LANDSCAPE/TREE PRESERVATION REQUIREMENTS			

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
 PLANNED DEVELOPMENT PERMIT EXTENSION AND CONDITIONAL USE PERMIT EXTENSION
 2275 IRON POINT ROAD**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
30.		<p>The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	B	CD (P)(E)
31.		<p>Final landscape plans shall be subject to review and approval by the Community Development Department.</p>	I, B	CD (P)(E)
32.		<p>Final landscape plans and specifications for site development 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 on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping of the parking area shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time Owner Applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, 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)

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
33.	✓	<p>The project applicant shall obtain a Tree Permit from the City of Folsom Community Development Department prior to construction activities that could impact 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, as necessary, shall occur off-site and will consist of one of the following:</p> <ul style="list-style-type: none"> • 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 must 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. 	I	CD (P)(E)

CULTURAL RESOURCE REQUIREMENTS

34.	✓	<p>In the event that buried historic resources are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The owner/applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Historic resources could consist of, but are not limited to, stone, wood, or shell artifacts, structural remains, privies, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.</p>	G, I	CD (P)(E)
35.	✓	<p>In the event that archaeological resources are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The owner/applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to, excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Archaeological resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.</p>	G, I	CD (P)(E)

36.

In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

- There shall be no further excavation or disturbance within a 100-foot radius of the potentially human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.
- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 48 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation.
 - The landowner or his authorized representative rejects the recommendations of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

✓

G, I

CD (P)(E)

BIOLOGICAL RESOURCE REQUIREMENTS

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

AIR QUALITY REQUIREMENTS

39.		<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)
40.		<p>In compliance with Rule 442 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall use architectural coatings that comply with the volatile organic compound content limits specified in the general rule.</p>	G, I, B	CD (P)(E)(B)
41.		<p>Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.</p>	I, B	CD (P)(E)(B)
42.		<p>Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust.</p>	G, I, B	CD (P)(E)(B)

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

✓

TRAFFIC, ACCESS, CIRCULATION, AND PARKING

45.	<p>To further ensure safe travel within the project site, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • “STOP” signs and appropriate pavement markings shall be installed at the two project driveways located on the access road. • A striped crosswalk shall be provided across the southern leg of the Iron Point Road/Project Access Road intersection. • A four-way STOP sign and associated crosswalks with pavement markings and signage shall be installed at the intersection of the project access road and the east access driveway. • Landscape materials located directly east of the East Access Driveway shall be trimmed or replaced by shorter landscape materials and maintained at a maximum height of 24 inches. 	I	CD (P)(E)
46.	A minimum of 127 parking spaces shall be provided for the project.	I, O	CD (P)(E)
47.	A minimum of 10 on-site bicycle parking spaces shall be provided for the project at a location in close proximity to the primary building entrance.	I, O	CD (P)(E)
NOISE REQUIREMENTS			
48.	Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Construction equipment shall be muffled and shrouded to minimize noise levels.	G, I, B	CD (P)(E)
49.	Roof-mounted mechanical equipment shall not extend above the height of the parapet walls. In addition, ground-mounted mechanical equipment shall be shielded by landscaping or trellis-type features.	B	CD (B)

ARCHITECTURE/SITE DESIGN REQUIREMENTS

50.	<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> This approval is for a three-story, 132,904-square foot building associated with the Iron Point Retirement Community project. The applicant shall submit building plans that comply with this approval and the attached building elevations dated May 15, 2015 and the color building renderings. The design, materials, and colors of the proposed Iron Point Retirement Community building shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. Brick pavers, stamped 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 two driveway entrances on the access road. 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. 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. Lighting shall be designed to be shielded and 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. 	I, B	CD (P)
51.	<p>The final location, orientation, design, materials, and colors of the trash/recycling enclosure shall be subject to review and approval by the Community Development Department.</p>	I, B	CD (P)(E)
52.	<p>The final location, height, design, materials, and colors for the proposed fencing and retaining walls shall be subject to review and approval by the Community Development Department.</p>	I, B	CD (P)(E)

GRADING REQUIREMENTS

53.	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)
54.	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)

OTHER AGENCY REQUIREMENT

55.	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)
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FIRE DEPARTMENT REQUIREMENTS

56.	The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	I	FD
57.	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

POLICE/SECURITY REQUIREMENT

58.	<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"> • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
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MISCELLANEOUS REQUIREMENTS

59.	<p>The owner/applicant shall prepare and implement a facility use regulation that prohibits outdoor storage on porches/balconies to the satisfaction of the Community Development Department.</p>	B, OG	CD (P)
60.	<p>All signage shall be consistent with the requirements of the Folsom Corporate Center Planned Development Guidelines.</p>	B	CD (P)
61.	<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 April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code</u>. (Section 13.26 Water Conservation), or amended from time to time.</p>	I, B, OG	CD (P)(E)

Attachment 1

Vicinity Map



Vicinity Map

Attachment 2

Conditions of Approval

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
GENERAL PLAN AMENDMENT, REZONE, PLANNED DEVELOPMENT PERMIT, AND CONDITIONAL USE PERMIT
2275 IRON POINT ROAD**

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"> • General Plan Amendment Exhibit, dated June 15, 2015 • Rezone Exhibit, dated June 15, 2015 • Preliminary Site Plan, dated August 18, 2015 • Preliminary Grading and Drainage Plan, dated August 18, 2015 • Preliminary Utility Plan, dated August 18, 2015 • Preliminary Landscape Plan, dated August 18, 2015 • Preliminary Lighting Plan, dated August 18, 2015 • Preliminary Access and Circulation Plan, dated August 18, 2015 • Preliminary Fencing Details • Building Elevations and Floor Plans, dated May 15, 2015 • Color Building Renderings 	B	CD (P)(E)
2.	<p>The project is approved for the development and operation of the Iron Point Retirement Community project, which includes a three-story, 132,904-square-foot building. 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 approval granted under this staff report shall remain in effect for two years from final date of approval (January 26, 2020). 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 IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
GENERAL PLAN AMENDMENT, REZONE, PLANNED DEVELOPMENT PERMIT, AND CONDITIONAL USE PERMIT
2275 IRON POINT ROAD**

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"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	<p>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.</p>	G, I	CD (P)(E)
DEVELOPMENT COSTS AND FEE REQUIREMENTS			
6.	The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
7.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
GENERAL PLAN AMENDMENT, REZONE, PLANNED DEVELOPMENT PERMIT, AND CONDITIONAL USE PERMIT
2275 IRON POINT ROAD**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
8.		<p>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.</p>	I	CD (P)(E)
9.		<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 improvement plans or beginning inspection, whichever is applicable.</p>	I, B	CD (P)(E)
10.		<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, 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.</p>	B	CD (P)(E), PW, PK
11.		<p>The project is subject to the Housing Trust Fund Ordinance, unless exempt by a previous agreement.</p>	B	CD (P)

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
GENERAL PLAN AMENDMENT, REZONE, PLANNED DEVELOPMENT PERMIT, AND CONDITIONAL USE PERMIT
2275 IRON POINT ROAD**

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

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
GENERAL PLAN AMENDMENT, REZONE, PLANNED DEVELOPMENT PERMIT, AND CONDITIONAL USE PERMIT
2275 IRON POINT ROAD**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
17.	Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
18.	The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
19.	The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)
20.	For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
21.	The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <u>Standard Construction Specifications</u> .	I	CD (E)
22.	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)
23.	Any reimbursement for public improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
24.	The owner/applicant shall dedicate a 12.5-foot-wide public utility easement for underground facilities and appurtenances adjacent to all public rights-of-way.	I	CD (E)

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
GENERAL PLAN AMENDMENT, REZONE, PLANNED DEVELOPMENT PERMIT, AND CONDITIONAL USE PERMIT
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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
25.	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing parking lot lights, building-attached lights, and landscape lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.	I, B	CD (P)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS			
26.	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)
27.	The storm drain swale or onsite improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.	G, I, B, O	CD (E)
28.	Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <i>Erosion and Sedimentation Control Standards and Specifications</i> -current edition and as directed by the Community Development Department.	G, I	CD (E)
29.	The proposed development is considered commercial land use and will add over 1 acre of new impervious area to the site; therefore, stormwater quality treatment shall be provided. The City requires developers to utilize the <i>Guidance Manual for On-Site Stormwater Quality Treatment Control Measures</i> (January 2000) ("On-Site Manual") in selecting and designing source control and post-construction facilities to treat runoff from the project.	G, I	CD (E)
LANDSCAPE/TREE PRESERVATION REQUIREMENTS			

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
GENERAL PLAN AMENDMENT, REZONE, PLANNED DEVELOPMENT PERMIT, AND CONDITIONAL USE PERMIT
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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
30.	The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	B	CD (P)(E)
31.	Final landscape plans shall be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)
32.	Final landscape plans and specifications for site development 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 on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping of the parking area shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time Owner Applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, 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.	I	CD(P)(E)

**CONDITIONS OF APPROVAL FOR THE IRON POINT RETIREMENT COMMUNITY PROJECT (PN 15-139)
GENERAL PLAN AMENDMENT, REZONE, PLANNED DEVELOPMENT PERMIT, AND CONDITIONAL USE PERMIT
2275 IRON POINT ROAD**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
33.	<p>The project applicant shall obtain a Tree Permit from the City of Folsom Community Development Department prior to construction activities that could impact 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, as necessary, shall occur off-site and will consist of one of the following:</p> <ul style="list-style-type: none"> • 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 must 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. 	I	CD (P)(E)

CULTURAL RESOURCE REQUIREMENTS

34.	✓	<p>In the event that buried historic resources are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The owner/applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Historic resources could consist of, but are not limited to, stone, wood, or shell artifacts, structural remains, privies, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.</p>	G, I	CD (P)(E)
35.	✓	<p>In the event that archaeological resources are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The owner/applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to, excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Archaeological resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.</p>	G, I	CD (P)(E)

In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

- There shall be no further excavation or disturbance within a 100-foot radius of the potentially human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.
- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 48 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation.
 - The landowner or his authorized representative rejects the recommendations of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.



G, I

CD (P)(E)

BIOLOGICAL RESOURCE REQUIREMENTS

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

AIR QUALITY REQUIREMENTS

39.		<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)
40.		<p>In compliance with Rule 442 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall use architectural coatings that comply with the volatile organic compound content limits specified in the general rule.</p>	G, I, B	CD (P)(E)(B)
41.		<p>Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.</p>	I, B	CD (P)(E)(B)
42.		<p>Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust.</p>	G, I, B	CD (P)(E)(B)

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

TRAFFIC, ACCESS, CIRCULATION, AND PARKING

45.	<p>To further ensure safe travel within the project site, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • “STOP” signs and appropriate pavement markings shall be installed at the two project driveways located on the access road. • A striped crosswalk shall be provided across the southern leg of the Iron Point Road/Project Access Road intersection. • A four-way STOP sign and associated crosswalks with pavement markings and signage shall be installed at the intersection of the project access road and the east access driveway. • Landscape materials located directly east of the East Access Driveway shall be trimmed or replaced by shorter landscape materials and maintained at a maximum height of 24 inches. 	I	CD (P)(E)
46.	A minimum of 127 parking spaces shall be provided for the project.	I, O	CD (P)(E)
47.	A minimum of 10 on-site bicycle parking spaces shall be provided for the project at a location in close proximity to the primary building entrance.	I, O	CD (P)(E)
NOISE REQUIREMENTS			
48.	Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Construction equipment shall be muffled and shrouded to minimize noise levels.	G, I, B	CD (P)(E)
49.	Roof-mounted mechanical equipment shall not extend above the height of the parapet walls. In addition, ground-mounted mechanical equipment shall be shielded by landscaping or trellis-type features.	B	CD (B)

ARCHITECTURE/SITE DESIGN REQUIREMENTS

50.	<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li data-bbox="334 590 464 1619">1. This approval is for a three-story, 132,904-square foot building associated with the Iron Point Retirement Community project. The applicant shall submit building plans that comply with this approval and the attached building elevations dated May 15, 2015 and the color building renderings. <li data-bbox="500 590 630 1619">2. The design, materials, and colors of the proposed Iron Point Retirement Community building shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. <li data-bbox="670 590 800 1619">3. Brick pavers, stamped 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 two driveway entrances on the access road. <li data-bbox="841 590 971 1619">4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. <li data-bbox="979 590 1174 1619">5. 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. Lighting shall be designed to be shielded and 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. 	I, B	CD (P)
51.	<p>The final location, orientation, design, materials, and colors of the trash/recycling enclosure shall be subject to review and approval by the Community Development Department.</p>	I, B	CD (P)(E)
52.	<p>The final location, height, design, materials, and colors for the proposed fencing and retaining walls shall be subject to review and approval by the Community Development Department.</p>	I, B	CD (P)(E)

GRADING REQUIREMENTS

53.		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)
54.		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)

OTHER AGENCY REQUIREMENT

55.		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)
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FIRE DEPARTMENT REQUIREMENTS

56.		The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	I	FD
57.		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

POLICE/SECURITY REQUIREMENT

58.		<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"> • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
MISCELLANEOUS REQUIREMENTS				
59.		<p>The owner/applicant shall prepare and implement a facility use regulation that prohibits outdoor storage on porches/balconies to the satisfaction of the Community Development Department.</p>	B, OG	CD (P)
60.		<p>All signage shall be consistent with the requirements of the Folsom Corporate Center Planned Development Guidelines.</p>	B	CD (P)
61.		<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 April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u>, or amended from time to time.</p>	I, B, OG	CD (P)(E)

Attachment 3

Site Plan, dated August 18, 2015

DATE	DESCRIPTION	BY	CHK



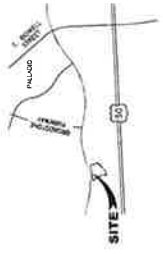
PROJECT NO. 017-002
 DRAWN BY: M.S. E.19
 CHECKED BY: RSC E.19
 DESIGNED BY: M.S. E.19

**IRON POINT
 RETIREMENT COMMUNITY**
 FOLSOM, CA

SHEET TITLE
**SITE
 PLAN**

SHEET NO.
SP1

DATE: AUGUST 18, 2015
 OF 8



PROJECT SUMMARY:

OWNER:
 BRADVILLE, INC.
 2295 GATEWAY OAKS DRIVE
 SUITE 135
 SACRAMENTO, CA 95833

APPLICANT/ENGINEER:
 RSC ENGINEERING INC
 ATTN: TIFFANY WILSON
 2250 DOUGLAS BLVD., STE. 150
 ROSEVILLE, CA 95661
 T: WILSON@RSC-ENGR.COM

APN:
 072-3120-021 & 022

ZONING/GENERAL PLAN DESIGNATION:
 M-LP2 / INDUSTRIAL

PROPOSED ZONING/GENERAL PLAN DESIGNATION:
 SP COMMUNITY COMMERCIAL

ACREAGE:
 PARCEL 5 3.60 ACRES
 PARCEL 6 1.08 ACRES
 PARCEL 7 4.68 ACRES
TOTAL 9.36 ACRES

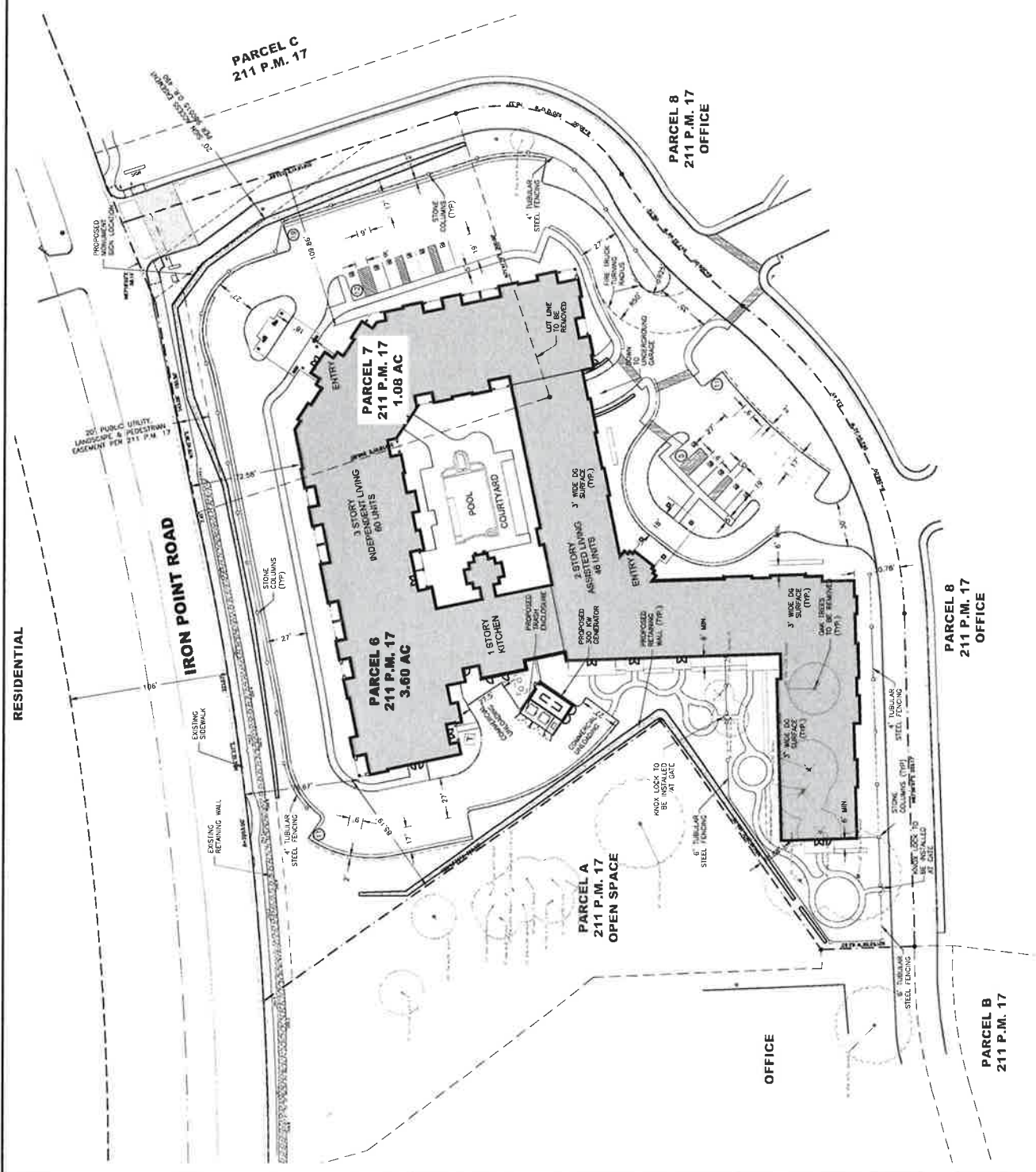
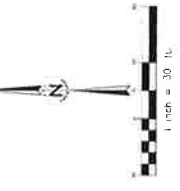
BUILDING AREA:
 FIRST FLOOR 56,805 SF
 SECOND FLOOR 48,777 SF
 THIRD FLOOR 43,522 SF
TOTAL 149,104 SF
(11-13 STORIES)
 PARKING GARAGE 293,123 SF

LOT COVERAGE:
 28%

PARKING SUMMARY:
 15 STANDARD
 10 VAN
 2 VAN HANDICAP
127 TOTAL STALLS
 (58 SURFACE STALLS
 69 UNDERGROUND GARAGE STALLS)

BLDG. SETBACKS:
 FRONT (IRON POINT RD.) - MINIMUM 72'
 STREET SIDE (PRIV. DR.) - MINIMUM 30'
 REAR (WEST BOUNDARY) - MINIMUM 18'

- NOTES:**
- 8 OAK TREES TO BE REMOVED.
 - LOT MERGER PROPOSED TO CREATE A SINGLE LOT.
 - REQUEST USE PERMIT TO EXCEED 2 STORIES AND 35' HEIGHT.



RESIDENTIAL

IRON POINT ROAD

PARCEL C
 211 P.M. 17

PARCEL 7
 211 P.M. 17
 1.08 AC

PARCEL 6
 211 P.M. 17
 3.60 AC

PARCEL A
 211 P.M. 17
 OPEN SPACE

PARCEL 8
 211 P.M. 17
 OFFICE

PARCEL 8
 211 P.M. 17
 OFFICE

PARCEL B
 211 P.M. 17

Attachment 4

Building Elevations and Renderings, dated May 15, 2015



NORTH ELEVATION



EAST ELEVATION



NORTHEAST ELEVATION

IRON POINT RETIRMENT COMMUNITY
FOLSOM, CA



SOUTH ELEVATION



SOUTHEAST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

IRON POINT RETIREMENT COMMUNITY
FOLSOM, CA



WEST ELEVATION



WEST ELEVATION

IRON POINT RETIRMENT COMMUNITY
FOLSOM, CA



NORTHEAST PERSPECTIVE

IRON POINT RETIREMENT COMMUNITY
FOLSOM, CA



NORTHEAST PERSPECTIVE

IRON POINT RETIREMENT COMMUNITY
FOLSOM, CA

Attachment 5

City Council Staff Report, dated January 26, 2016

DATE: January 26, 2016

TO: Mayor and City Council Members

FROM: Community Development Department

SUBJECT: **Ordinance No. 1250 - An Uncodified Ordinance to Amend the Zoning Designation for the 4.68-acre project site (APN: 072-3120-023) from M-L PD (Limited Manufacturing, Planned Development District) to BP PD (Business and Professional, Planned Development District) for the Iron Point Retirement Community Project (Second Reading and Adoption)**

BACKGROUND/ISSUE

The proposed project was considered by the City Council at its January 12, 2016 meeting. The City Council was fully supportive of the project and approved a motion (4-0-0-1) to Adopt Resolution No. 9698 (a resolution to Adopt a Mitigated Negative Declaration, to Amend the General Plan land use designation for the 4.68-acre project site (APN: 072-3120-023) from IND (Industrial/Office Park) to CC (Community Commercial), to Approve a Planned Development Permit for the Development of a 126-unit retirement community, and to Approve a Conditional Use Permit for development and operation of a senior retirement community at 2275 Iron Point Road for the Iron Point Retirement Community Project) and also approved a motion to move the Second Reading of Ordinance No. 1250 to the January 26, 2016 City Council meeting. There have been no changes or modifications to the project or the conditions of approval.

On August 15, 2000, the City Council approved a Tentative Subdivision Map and Planned Development for development of a 1.425-million-square-foot professional office center adjacent to Iron Point Road known as the Folsom Corporate Center. On May 1, 2002, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for development of a 255,795-square-foot retail shopping center known as Folsom Gateway within the eastern portion of the previously approved Folsom Corporate Center. The aforementioned approval resulted in the elimination of 395,000 square feet of office space within the Folsom Corporate Center. Subsequent to City Council approval of the Folsom Corporate Center, a total of four professional office buildings have been developed within the Folsom Corporate Center with major tenants including HDR, Kaiser Permanente, Micron, and Safe Credit Union. There are currently four undeveloped commercially-zoned parcels remaining within the Folsom Corporate Center, including the subject property.

As a result of recent interest from developers in providing senior housing opportunities in Folsom, City staff thought it would be helpful to provide an overview of the existing housing market and associated demographic trends. The City currently consists of approximately 27,000 dwelling units comprised of a combination of single family homes, condominiums, apartments, mobile homes, assisted living units, and skilled nursing units. Of the existing 27,000 dwelling units, a total of 822 units (3%) are dedicated to senior residents including 524 senior apartments (1.9%), 199 assisted living units (0.7%), and 99 skilled nursing units (0.4%). Taking into account the most recently-approved assisted living

project (Commons at Prairie City-131 units) and the subject project (Iron Point Retirement Community-126-units), the number of assisted living units within the City would potentially increase from 199 units to 456 units (1.7% of total housing stock). Based on the aforementioned data, it would be fair to conclude that senior housing units (including assisted living communities) represent a very low percentage of the housing market in Folsom.

Utilizing the most recent information from the United States Census Bureau (2010), the City has 72,203 residents, 14,295 (19.8%) of which are over the age of 55. Between the years 2000 and 2010, the number of residents over the age of 55 in Folsom increased from 8,097 (15.6% of population) to 14,295 (19.8% of population), which translates to an increase of 4.2% over a ten year period. As a point of comparison, the number of residents over the age of 55 in Sacramento County increased from 230,536 (18.8%) in 2000 to 314,188 (22.1%) in 2010. Based on the aforementioned demographic information, it is apparent that the number of senior-aged residents within the City is increasing on a consistent basis, thus the need for senior housing opportunities will continue to grow in the future.

The applicant, RSC Engineering, is requesting approval of a General Plan Amendment, Rezone, Planned Development Permit, and Conditional Use Permit for development and operation of a 126-unit senior retirement community on a 4.68-acre site located within the Folsom Corporate Center at 2275 Iron Point Road. The proposed development, which includes a three-story, 132,904-square-foot building, will accommodate up to 148 senior residents within 60 independent living units, 46 assisted living units, and 20 memory care units (Please note that there are 20, two-bedroom independent living units and 2, two-bedroom assisted living units). The individual apartment units, which range from 296 to 1,121 square feet in size, include a combination of studio, one-bedroom, and two-bedroom units. The proposed three-story building will also include common kitchens, common dining rooms, common living rooms, a pub, a library, an activity room, an exercise room, a game room, and offices.

The Iron Point Retirement Community, whose focus is providing a variety of high quality living opportunities for senior residents, will be licensed and monitored by the California Department of Social Services as a "Residential Care Facility of the Elderly". The proposed facility includes 24-hour staffing, three shifts of caregivers and certified medication technicians, and professional department managers. A detailed communication system will be in place for shift change issues, emergency response, and daily monitoring of the residents. The Iron Point Retirement Community also maintains a detailed training program for all staff members including but not limited to training on residents' rights, safety and communication, wellness, health, dementia care, and medication management. It is important to note that 20 units within the facility are dedicated to a specialized memory care program. The memory care program, which is located in a secure area of the building, features 24-hour staffing and provides dining services and special activities designed for residents with various forms of memory impairment.

The proposed three-story building, which includes a multiple-wing design, features a "Western Prairie" style of architecture. The proposed design includes a variety of architectural features commonly found in Western Prairie-style buildings including varied roof shapes and forms, vertical tower features, gables, roof eaves, architectural trim, covered entries, and metal railing. The proposed project also includes materials typically found on Western Prairie-style homes such as stone veneer, wood trim elements, metal railing, and architectural-grade composition shingle roof tiles. The proposed color scheme features a mixture of earth-tone colors (Universal Khaki, Warm Stone, and Wool Skein) blended with a few richer colors (Bistro Walnut and Retreat).

General vehicle access to the project area is provided by two existing driveways located on Iron Point Road (an unnamed driveway south of Rowberry Drive, and an unnamed driveway east of the project site), with primary access into the project site provided by two new driveways connecting to the unnamed driveway. The westernmost driveway on Iron Point Road (at Rowberry Drive) is signalized and provides full access into and out of the project area, while the easternmost driveway on Iron Point Road features Stop-Sign control and allows right turns-in, right-turns out, and left-turns in. The two primary access driveways for the project, which will accommodate all turning movements, are proposed to feature Stop-Sign control for vehicles exiting the site. Internal vehicle circulation consists of a private drive aisle which provides access around the perimeter of the project site. Pedestrian access is facilitated by an existing sidewalk located along the frontage of Iron Point Road, an existing sidewalk along the private road on the eastern project boundary, and internal pedestrian pathways that provide connectivity in and around the project site. Additional site improvements include: 127 on-site parking spaces, underground utilities, site lighting, site landscaping, retaining walls, perimeter fencing, a trash/recycling enclosure, and a monument sign.

The proposed project was considered by the Planning Commission at its December 2, 2015 meeting. At this meeting, a majority of the Commission expressed support for the proposed project. However, two Commissioners expressed concern regarding the proposed project relative to issues associated with water consumption and emergency medical response impacts. With respect to water consumption, one Commissioner voiced concern with approving more development projects given the existing water situation within the City and the State. In response to the concern regarding water consumption, City staff shared historic water usage information with the Commission that indicates the proposed senior retirement community is likely to utilize less water annually than if the project site were developed with an office-related land use (as is permitted under the current zoning designation). Specifically, water usage data indicates that existing office uses in the project area (Micron office building and HDR office building) use more water on an annual basis than existing senior communities (Brookdale Assisted Living and Creekview Manor Senior Living) in the City. The Commissioner appreciated the historic water data provided by staff, but reiterated her general concerns regarding the current water situation and stated that she could not support the proposed project.

In terms of emergency medical responses, one Commissioner expressed concern that the proposed project would have a negative impact with respect to emergency medical service (EMS) staffing and response times. In response to this concern, staff shared historic information provided by the Fire Department that indicates that proposed project is expected to generate approximately 195 EMS responses on an annual basis. As a point of reference, the City had a total of 3,485 EMS response calls during 2014. Based on this information, staff commented that the proposed project would have a minor impact (5.3% overall increase) on EMS resources that are deployed in the field on a daily basis. In addition, Fire Chief Ron Phillips addressed the Commission and stated that the current emergency medical service delivery model is equipped to manage the emergency medical service response calls projected to be generated by the proposed project. A more detailed discussion of this topic is contained within the General Plan and Zoning Consistency portion of this staff report.

It is important to acknowledge that other than the aforementioned concerns regarding water consumption and emergency medical services responses, the Commission was fully supportive of the proposed project in terms of providing additional housing opportunities within the City for senior residents. The only other topic that was discussed at length by the Commission was pedestrian safety. Specifically, the Commission was concerned about potential pedestrian safety issues associated with residents of the proposed project attempting to cross the main project access road to get to an existing sidewalk located on the other side of the street. To address this concern, the Commission

recommended that a four-way stop-sign and associated crosswalks with pavement markings and signage be installed at the intersection of the project access road and the east access driveway. Condition No. 45 is included to reflect this requirement.

One member of the public spoke regarding the proposed project. The member from the public, who represented SAFE Credit Union, indicated that they were fully supportive of the proposed project and provided a letter to the Commission to that effect. The Planning Commission adopted a motion (5-2-0-0) to recommend approval of the proposed project to the City Council, subject to the conditions of approval included with this report.

POLICY/RULE

The Folsom Municipal Code (FMC) requires that applications for General Plan Amendments and Rezones be forwarded to the City Council for final action. City Council actions regarding General Plan Amendments and Rezones are covered under Section 17.68.050 of the Folsom Municipal Code.

ANALYSIS

General Plan and Zoning Consistency

The General Plan land use designation for the project site is IND (Industrial/Office Park) and the zoning designation is M-L PD (Limited Manufacturing, Planned Development District). The applicant is proposing a General Plan Amendment to change the land use designation from IND (Industrial/Office Park) to CC (Community Commercial) and a Rezone to change the zoning designation from M-L PD (Limited Manufacturing, Planned Development District) to BP PD (Business and Professional, 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 senior citizen residential developments are identified as a permitted land use within the proposed zoning designation for this site with approval of a Conditional Use Permit. In addition, the proposed project meets the development requirements established by the Folsom Corporate Center Planned Development Guidelines with respect to lot area, lot width, building coverage, and building setbacks.

In reviewing the request for approval of the General Plan Amendment, City staff considered the potential impact the project may have in terms of Emergency Medical Responses (EMS) given that the project is providing a varied combination of housing opportunities (independent living, assisted living, and memory care) for senior residents. Based on historic information provided by the Fire Department, the proposed project is expected to generate approximately 195 EMS responses on an annual basis. As a point of reference, the City had a total of 3,485 EMS response calls during 2014. Based on this information, staff has determined that the proposed project would have a minor impact (5.3% overall increase) on EMS resources that are deployed in the field on a daily basis. However, due to the variety of factors involved with the EMS resource deployment model, it is difficult to make the determination that senior care facilities such as the proposed Iron Point Retirement Community have an adverse impact to the current EMS service delivery model. It is important to note that the proposed project is subject to a Fire Capital Improvement Fee of approximately \$77,881. In addition, the Fire Department has established ambulance service fees as a cost recovery mechanism for financial impacts associated with EMS service calls.

Land Use Compatibility

The proposed project is located on an undeveloped, 4.68-acre commercially-zoned property situated on the south side of Iron Point Road between Broadstone Parkway and Rowberry Drive. The project site is bounded by Iron Point Road to the north with single-family residential development (Broadstone Unit. No. 2) and multi-family residential development (Sherwood Apartments) beyond, commercial development (Safe Credit Union office building) to the south with U.S. Highway 50 beyond, open space to the east (HDR office building) with commercial development beyond, and open space to the west with commercial development (Micron and Kaiser Permanente office buildings) beyond.

As previously stated within this report, the Folsom Municipal Code, (Section 17.22.030-2A) requires that senior citizen residential developments obtain a Conditional Use Permit if the use is located within an area with a BP (Business and Professional) zoning designation. In this particular case, the applicant is requesting approval of a Conditional Use Permit to operate a 126-unit senior retirement community on the subject 4.68-acre site located at 2275 Iron Point Road. In order to approve this request for a Conditional Use Permit, the Commission must find that the “establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City.”

In reviewing the request for a Conditional Use Permit, staff also took into consideration the compatibility of the proposed land use in relation to the existing land uses in the immediate project vicinity. Potential noise impacts, potential traffic impacts, and potential aesthetic impacts were also analyzed and are addressed within separate sections of this report. As mentioned previously within this report, the project site is located on a major arterial roadway (Iron Point Road) and within a development intensive corridor populated with a mixture of commercial, residential, and retail land uses. The most prominent land uses in the immediate project area are professional office-related and include Safe Credit Union, Mircon, Kaiser Permanente, and HDR. Residential land uses in close proximity to the site include the Broadstone Unit No. 2 Subdivision (approximately 150 feet to the north across Iron Point Road) and Sherwood Apartments (approximately 400 feet to the northeast across Iron Point Road). Medical-office related land uses in the project vicinity include the aforementioned Kaiser Permanente Medical Office facility and the Kaiser Permanente Surgery Center. The nearest retail commercial development (Folsom Gateway Shopping Center) is located approximately 1,200 feet to the east of the project site. Additional retail commercial development is located north of Iron Point Road (Palladio at Broadstone), approximately 3,100 feet east of the project site. Both retail commercial developments include grocery stores and a variety of retail shops.

As described above, the project site is situated in a unique location that includes a wide array of land uses including professional offices, medical offices, retail shopping, multi-family apartments, and single-family residences. As mentioned within the project description, the Iron Point Senior Retirement Community is a residential care facility that will provide a mixture of independent, assisted, and memory care living opportunities for up to 148 senior citizens. Given the residential nature of the proposed use, staff has determined that the proposed project will be complimentary to the existing multi-family and single-family residential land uses located in the immediate project vicinity. In addition, taking into account the unique needs of residential care facilities, staff has determined that the proposed project is well-situated to take advantage of the numerous goods (grocery store, pharmacy, restaurants, and retail shops) and services (medical offices) that are located within walking distance of the site.

Development Standards

The applicant’s intent with the subject application is to create a unique set of development standards that will accommodate development of a three-story, 132,904-square-foot senior retirement community on the 4.68-acre project site. The following table outlines the existing and proposed development standards for the Iron Point Senior Retirement Community:

	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
Folsom Corporate Center Standards	NA	NA	NA	30 feet	NA	5 feet and 15 feet	60 feet (three-stories)
Proposed Project	203,860 s.f	480 feet	28%	72 feet	30 feet	18 feet and 109 feet	47 feet (three-stories)

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the subject site by the Folsom Corporate Center Planned Development Guidelines. Parking is address separately within the parking section of this staff report.

Traffic, Access, and Circulation

The traffic, access, and circulation analysis associated with the proposed project is based on the results of a Traffic Impact Analysis that was prepared on July 7, 2015 by MRO Engineers. The traffic study analyzed traffic operations in the vicinity of the project site under four scenarios:

Existing Conditions, Existing Plus Project Conditions, Cumulative No Project Conditions, and Cumulative Plus Project Conditions. Potential impacts of the project were evaluated at four street intersections: Iron Point Road/Oak Avenue Parkway, Iron Point Road/Rowberry Drive, Iron Point Road/Project Access Road, and Iron Point Road/Broadstone Parkway.

The proposed Iron Point Retirement Community project is expected to generate a total of 25 vehicle-trips during the weekday AM peak hour (13 inbound and 12 outbound) and 35 during the weekday PM peak hour trips (18 inbound and 17 outbound). In addition, the proposed project is projected to generate a total of 400 daily vehicle trips. Based on the relatively low volume of vehicle trips associated with the proposed project, no change in level of service (LOS) is projected during the AM or PM peak hour at any of the four study intersections under Construction Year Plus Project Conditions. In addition, no change in level of service (LOS) is projected during the AM or PM peak hour at any of the four study intersections under Cumulative Plus Project Conditions as a result of project-related vehicle trips. It is important to note that the Iron Point Road/Oak Avenue Parkway intersection will fail to conform to the City’s level of service policy (LOS C or better) during Cumulative No Project Conditions and Cumulative Plus Project Conditions. However, the failure of this intersection to meet the City’s level of service policy is not related to impacts associated with the proposed project and no mitigation is required.

As shown on the submitted site plan, vehicular access to and from the project site is provided by two new driveways on an unnamed road that intersects Iron Point Road at a STOP-sign-controlled intersection located approximately midway between Rowberry Drive and Broadstone Parkway. No left turns are allowed from that access road to westbound Iron Point Road, although all other traffic

movements are permitted. Both project driveways are proposed to be full access (i.e., all turning movements would be allowed). Internal vehicle circulation consists of a private drive aisle which provides access around the perimeter of the project site. Pedestrian access is facilitated by an existing sidewalk located along the frontage of Iron Point Road, an existing sidewalk along the private road on the eastern project boundary, and internal pedestrian pathways that provide connectivity in and around the project site.

The traffic study prepared for the proposed project analyzed the operation and configuration of the project access system in terms of: Intersection level of service, intersection spacing, turn restrictions, sight distance, queuing, right-turn deceleration lanes, pedestrian safety, and bicycle safety. Based on the configuration of the proposed project driveways, the physical characteristics of the access road, and the low volume of vehicle traffic, the study determined that adequate spacing is provided between the proposed driveways and no turn restrictions are necessary at either driveway location. In terms of sight distance, the study determined that adequate sight distance is available for all key driveway access-related movements with one exception. Due to the curvature of the access road and existing landscaping, the study recommended that landscape materials located directly east of the East Access Driveway be trimmed or replaced by shorter landscape materials and maintained at a maximum height of 24 inches.

In relation to minimum driveway throat depth, the study determined that an adequate queue length or distance is provided at both project driveways. Given the low volume of existing and project-related vehicles trips, the study determined that no right-turn lanes or tapers are necessary at either project driveway location. With regard to pedestrian circulation, the study recommended a number of improvements including adding a sidewalk connecting the project site to Iron Point Road along the eastern project boundary, providing a crosswalk across the southern leg of the Iron Point Road/Access Road intersection, and providing a crosswalk across the access road near the project entry. In reviewing the recommendation to add a sidewalk along the eastern project boundary, City staff determined that there are existing constraints (significant grade change and existing utility infrastructure) that make it infeasible to construct a sidewalk in that particular location. Lastly, the study determined that the existing bicycle lanes located on Iron Point Road are adequate to accommodate the needs of bicyclists in the vicinity of the project site. To further ensure safe travel within the project site, staff recommends that the following measures be implemented (Condition No. 45):

- “STOP” signs and appropriate pavement markings shall be installed at the two project driveways located on the access road.
- A striped crosswalk shall be provided across the southern leg of the Iron Point Road/Project Access Road intersection.
- A striped crosswalk shall be provided across the Project Access Road at the intersection of the Project Access Road/East Access Driveway.
- Landscape materials located directly east of the East Access Driveway shall be trimmed or replaced by shorter landscape materials and maintained at a maximum height of 24 inches.

Parking

The proposed project includes development of a three-story building (132,904 square feet) that will accommodate up to 148 residents in independent living, assisting living, and memory care units. The Folsom Municipal Code (Section 17.57.040.12) requires that group care facilities and similar-type uses provide one parking space per two building-occupants based upon the maximum occupant load of the sleeping or dining area. As shown on the site plan, the proposed project meets the minimum parking requirement by providing 127 parking spaces whereas only 74 parking spaces are required. The submitted site plan does not identify any bicycle parking spaces. Staff recommends ten bicycle onsite parking spaces be provided in a location that is in close proximity to the building entrance. Condition No. 47 is included to reflect this requirement.

Based on the growing number of senior retirement and senior care facilities that have expressed an interest in locating within Folsom recently, City staff, with the assistance of MRO Engineers, conducted a supplemental parking assessment to further evaluate parking demands of these types of facilities. The parking assessment, which reviewed parking requirements established by nearby jurisdictions as well as information presented in the current edition of the Institute of Transportation Engineers, determined that the peak parking demand for senior retirement and senior care facilities ranged from .21 to .76 parking spaces per unit (average peak parking demand of .41). Utilizing the most conservative estimate of .76 parking spaces per unit, the Iron Point Retirement Community theoretically would need a maximum of 96 parking spaces. As shown on the submitted site plan, the proposed project is providing a total of 127 parking spaces which equates to 1.01 parking spaces per unit (.86 parking spaces per resident). Taking into account the supplement parking analysis, staff has determined that the proposed project provides an adequate parking supply to serve the needs of residents, employees, and visitors.

It is important to acknowledge that the applicant is proposing to provide additional transportation services to accommodate residents of the care facility. Specifically, the Iron Point Retirement Community will provide a 14-passenger van with wheelchair access and as well as a sedan-style car to meet the transportation needs of the residents. Staff drivers will be available to drive a van and/or sedan Monday through Friday. On weekends, additional transportation will be provided to events and activities created as part of the facilities activity program.

Noise

Based on the proximity of the project site to Iron Point Road, U.S. Highway 50, and existing commercial land uses to the east, west, and south, acoustical measurements and modeling were prepared by HELIX Environmental Planning, Inc. (HELIX). The purpose of the noise analysis was to quantify existing noise levels associated with traffic on Iron Point Road, traffic on U.S. Highway 50, and nearby commercial activities, and to compare those noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at residential land uses. Noise sources associated with the proposed project, including on-site parking/circulation and mechanical equipment noise, were also evaluated in the noise analysis.

As noted previously, the predominant existing noise sources in the vicinity of the project site are from vehicles on Iron Point Road and U.S. Highway 50, as well as background noises from adjacent commercial land uses. Persons and activities potentially sensitive to noise in the project vicinity include residents within the Broadstone Unit No. 2 Subdivision to the north of the project site, and residents within the Sherwood Apartment complex to the northeast. Potential noise impacts associated with the Iron Point Retirement Community project can be categorized as those resulting from construction-related activities and those caused by operational activities. Construction-related noise

would have a short-term effect, while operational noise would continue throughout the lifetime of the project.

Development of the 132,904-square-foot senior retirement community would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 12 to 15 months. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 48 is included to reflect these requirements.

The noise environment in the area of the project site is dominated by traffic noise generated by vehicles on Iron Point Road and U.S. Highway 50. Additional noise is also generated from adjacent commercial uses located to the east, west, and south of the project site. Traffic noise levels were measured with respect to the outdoor activity areas associated with the project and also for interior spaces within the proposed three-story building. The noise analysis determined that the future greatest exterior noise level in the outdoor activity areas would be 49.9 dBA, thus complying with the 60 dBA noise level standard established by the City for residential developments. Traffic noise levels were also calculated for the interior spaces within the proposed residential building. The noise analysis determined that the greatest interior noise level would be 43 dBA, thus complying with the 45 dBA interior noise level standard

Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicles parking, and mechanical equipment associated with the assisted living facility. Based on the limited volume or 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 area. 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. 49 is included to reflect these requirements.

Existing and Proposed Landscaping

The 4.68-acre project site, which has previously been disturbed by construction-related activities associated with adjacent commercial development, is covered with non-native grasses and features a small grove of nine oak trees situated in the southwest corner of the property. The project frontage along Iron Point Road is developed with a sidewalk and retaining wall; however, there are not landscape materials in place. The eastern project frontage along the private road includes a narrow landscape buffer with shrubs, flowers, and street trees.

The preliminary landscape plan includes a 30-foot landscape buffer adjacent to Iron Point Road and a 15-foot-wide landscape buffer adjacent to the project access road. Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are; Blue Oak, Chinese Pistache, Crape Myrtle, Desert Willow, Japanese Maple, Live Oak, Prospector Elm,

Texas Redbud, Valley Oak, Washington Hawthorn, and Western Red Cedar. Proposed shrubs and groundcover include; Bear's Breech, Bottle Brush, California Buckwheat, Creeping Juniper, Deer Fern, Fortnight Lily, Lavender, Society Garlic, Red Hot Poker, and Wild Strawberry. The preliminary landscape plan meets the City shade requirement (40%) by providing 40% shade in the parking lot area within fifteen (15) years. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 31 is included to reflect this requirement.

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. A total of nine blue oak trees located on the project site meet the criteria to be protected under the City of Folsom Tree Ordinance, all of which will be removed as a result of the proposed project. To mitigate the impact to the protected oak trees, staff recommends that the following measure be implemented (Condition No. 33):

- The project applicant shall obtain a Tree Permit from the City of Folsom Community Development Department prior to construction activities that could impact 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, as necessary, shall occur off-site and will 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 must 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 preliminary grading plan shows the finished pad grade at 353 for the underground garage and 363 feet for the three-story building, with the surrounding site elevations ranging from 345 feet to 364 feet. As noted earlier within the report, a rockery retaining wall (1-11 feet tall) is proposed along the frontage of Iron Point Road and another rockery retaining wall (1-9 feet tall) is proposed along the western project boundary. Development of the project site is anticipated to require moderate movement of soils (including filling and leveling) and the compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of the interior road, parking lot areas, 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 commercial land uses, but no infrastructure currently exists within the project site itself. The nearest storm drainage infrastructure is located adjacent to the site, within the private road easement and includes a BMP water quality swale (east of the private road). Because no storm drainage facilities are provided within the project site, storm water quality treatment controls will be provided by the existing BMP or will be required to be incorporated into the site design, and connected to the existing City storm drainage facilities. Staff recommends the storm drain swale or onsite 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. 27 is included to reflect this requirement.

Architecture/Design

As referenced previously within this report, the proposed Iron Point Retirement Community project includes development of a three-story, 132,904-square-foot building. The proposed three-story building, which includes a multiple-wing design, features a “Western Prairie” style of architectural. The proposed design includes a variety of architectural features commonly found in Western Prairie-style buildings including varied roof shapes and forms, vertical tower features, gables, roof eaves, architectural trim, covered entries, and metal railing. The proposed project also includes materials typically found on Western Prairie-style homes such as stone veneer, wood trim elements, metal railing, and architectural-grade composition shingle roof tiles. The proposed color scheme features a mixture of earth-tone colors (Universal Khaki, Warm Stone, and Wool Skein) blended with a few richer colors (Bistro Walnut and Retreat).

As illustrated on the submitted building elevations and color renderings, the proposed building incorporates many of the key design features commonly found in Western Prairie Style architecture including utilization of multiple dormers, eave overhangs, covered balconies, exposed rafters, and architectural columns. As shown on the material and colors board, the proposed building also incorporates building materials that are frequently associated with Craftsman Style design including the extensive use of stone veneer, exposed wood trim elements, metal railing, and architectural-grade composition shingle roof tiles. Western Prairie Style colors have historically included complimentary earth tones (earthy browns; muted greens, stone-like blues). In staying with this traditional theme, the applicant is proposing to utilize three different earth tone colors (Universal Khaki, Warm Stone, and Wool Skein) blended with two darker colors (Bistro Walnut and Retreat).

Based on the aforementioned analysis, staff has determined that the proposed building accurately reflects the design, materials, and colors identifiable with Western Prairie Style architecture.

The proposed project is subject to the Folsom Corporate Center Design Guidelines. The Design Guidelines, in respect to overall architectural design concepts, are intended to provide a framework for design, while not restricting creativity. The following are design parameters recommended by the Design Guidelines to ensure a high level quality of development:

- Buildings should be responsive to views from all four elevations
- Building masses should be made human in scale, present varied elevations, and use accent materials to add variety
- Building materials such as tile, stone, glass, metal panels, and concrete should be utilized together to reflect the area’s modernity, diversity, and traditions.

- Building entries shall be distinguished with accent materials such as stone, slate, color metal panels, or concrete.

Upon review of the submitted building elevations in association with the color and materials board, staff determined that the design of the proposed building accurately reflects the intent of the Folsom Corporate Center Design Guidelines. Specifically, the proposed project utilizes many unique design features including varied roof shapes and forms, dormers, wood accent elements, ironwork detailing, and prominent entries. In addition, the proposed building materials, which include extensive use of stone veneer, wood, metal, and architectural grade roof tiles, are consistent with the recommendations of the Design Guidelines. Lastly, the proposed earth tone color scheme blends well with the existing commercial buildings and the natural setting of the project site. As a result, staff recommends approval of the applicant's design with the following conditions:

1. This approval is for a three-story, 132,904-square foot building associated with the Iron Point Retirement Community project. The applicant shall submit building plans that comply with this approval and the attached building elevations dated May 15, 2015 and the color building renderings.
2. The design, materials, and colors of the proposed Iron Point Retirement Community building shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. Brick pavers, stamped asphalt or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the two driveway entrances on the access road.
4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
5. 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. Lighting shall be designed to be shielded and 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.

These recommendations are included in the conditions of approval (Condition No. 50) presented for consideration by the City Council.

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 April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time. Condition No 61 is included to reflect these requirements.

ENVIRONMENTAL REVIEW

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

ATTACHMENTS

1. Ordinance No. 1250 – An Uncodified Ordinance to Amend the Zoning Designation for the 4.68-acre project site from M-L PD (Limited Manufacturing, Planned Development District) to BP PD (Business and Professional, Planned Development District) for the Iron Point Retirement Community Project
2. Vicinity Map
3. General Plan Amendment Exhibit, dated June 15, 2015
4. Rezone Exhibit, dated June 15, 2015
5. Preliminary Site Plan, dated August 18, 2015
6. Preliminary Grading and Drainage Plan, dated August 18, 2015
7. Preliminary Utility Plan, dated August 18, 2015
8. Preliminary Landscape Plan, dated August 18, 2015
9. Preliminary Lighting Plan, dated August 18, 2015
10. Preliminary Access and Circulation Plan, dated August 18, 2015
11. Preliminary Fencing Details
12. Building Elevations and Floor Plans, dated May 15, 2015
13. Color Building Renderings
14. Project Narrative
15. Site Photographs
16. Planning Commission Staff Report, dated December 2, 2015
17. Minutes from December 2, 2015 Planning Commission Meeting

RECOMMENDATION /CITY COUNCIL ACTION

Move to adopt Ordinance No. 1250 - An Uncodified Ordinance to Amend the Zoning Designation for the 4.68-acre project site from M-L PD (Limited Manufacturing, Planned Development District) to BP PD (Business and Professional, Planned Development District) for the Iron Point Retirement Community Project (Second Reading and Adoption)

Submitted,

DAVID E. MILLER, AICP
Public Works and Community Development Director

Attachment 6

Letters from Applicant, dated July 5, 2017 and
September 24, 2017



July 5, 2017

Job No.: 012-020

City of Folsom
50 Natoma Street
Folsom, CA 95630

Attn: Steve Banks

Subject: Iron Point Retirement Community (PN 15-139)

Dear Steve,

On behalf of the owner, Evergreen Folsom Land Joint Venture, we are requesting a two (2) year time extension for the Planned Development Permit and Conditional Use Permit related to the Iron Point Retirement Community project (PN 15-139). We believe this a good project but are not in a position to start the improvement plans and construction prior to the entitlements expiring.

Included with this letter of request you will find a check in the amount of \$4,256 for the City's submittal fee and the mailing list, labels, stamped & addressed envelopes and radius map for properties within 300'.

If staff needs anything else to process this request please let me know. Thanks.

Sincerely,

A handwritten signature in blue ink that reads 'Tiffany Ann Wilson'.

Tiffany Ann Wilson, AICP
Managing Planner

Cc: Trey Gundlach, The Evergreen Company

EVERGREEN/FOLSOM LAND JOINT VENTURE

September 24, 2017

Mr. Steven Banks
Principal Planner
City of Folsom
50 Natoma Street
Folsom, CA 95630

Dear Steve:

We appreciate our partnership and our working relationship with the City of Folsom. We recognize it has been a joint effort to develop the successful projects we have completed in Folsom, to include the Folsom Gateway Shopping Center, Safe Credit Union's headquarters, Micron's office and testing laboratory, and the Kaiser medical office building on Iron Point. A successful project is one that is an asset and amenity to the community, one that meets or exceeds the end user needs and expectations, and of course one that achieves the developer's goals and objectives. With the City's support, the projects above have been a success.

We have been fortunate to acquire some great parcels of land in the greater Sacramento area, to include our property in Folsom. We have also been fortunate enough to develop relationships and successful projects in Roseville, Rancho Cordova, Sacramento, as well as the City of Rocklin. The reason I reference the other communities is our project in Rocklin is one of the reasons we are requesting an extension of the Planned Development Permit and Conditional Use Permit Extension for the Iron Point Retirement Community (PN 15-139) in Folsom.

Our venture has primarily developed commercial office and retail projects in the greater Sacramento area and Folsom. However, our venture partner has development experience around the world and across the country. Our venture partners experience across the country includes partnering with a very successful senior living retirement community developer and operator based

out of Texas, The Covenant Group. After many years of discussions with our venture partner and The Covenant Group, a partnership was entered to bring The Covenant Group to California. In 2014, our venture entitled two senior living projects, one in Folsom and one in Rocklin.

During the entitlement process we had contemplated building the two projects concurrently. After completing the discretionary entitlement process for both projects, we decided to develop the Rocklin project first. This decision was made because Folsom had a senior living project under construction (Prairie City Landing) near our project, the magnitude of capital and resources required to develop both concurrently would be significant, and the Rocklin project alone was large enough to justify The Covenant Group establishing a new operation in California.

The Rocklin project, unfortunately, experienced some delays during the construction drawing, plan check, and permitting processes. We are pleased to share that the permits have been pulled and the formal ground-breaking ceremony was held this past August.

As previously noted, we are requesting an extension of the Planned Development Permit and Conditional Use Permit Extension for the Iron Point Retirement Community. Subject to the City's continued support, we plan on starting the construction plans for the Iron Point Retirement Community next year, and plan to break ground the following year about the same time the Rocklin project is completed.

We have an opportunity to develop another great asset and amenity, and successful project in Folsom. Our venture partner and The Covenant Group have a track record of developing and operating some of the highest quality senior living retirement communities in the country. We are requesting an extension so we can bring that quality to the City of Folsom. If you have any questions or would like to discuss our plans and/or the project in more detail please do not hesitate to contact me.

Regards,



Raymond "Trey" Gundlach
Allegiant Development Company, Inc.

Enclosure: Photo

Attachment 7

Site Photographs



NEW OWNERSHIP
FOR LEASE
ALBERTA ENTERPRISES
2007-2008
916-446-6800
c2008





PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Parkway Village H1 and H2 Subdivision Tentative Subdivision Map Amendment
PROPOSAL	Request for approval of a Tentative Subdivision Map Amendment for revisions to the previously approved Parkway Village H1 and H2 Tentative Subdivision Map
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions
OWNER/APPLICANT	Parker Development Company
LOCATION	The 5.44-acre project site is located on the north side of Silberhorn Drive, slightly southeast of the intersection of Golf Links Drive and Silberhorn Drive
SITE CHARACTERISTICS	The project site has been rough graded and site improvements are currently being constructed
GENERAL PLAN DESIGNATION	SFHD (Single Family High Density)
ZONING	SP 93-3 (Parkway Specific Plan) with an underlying land use of R-1/R-2 (Single- Family/Single Family Halfplex)
ADJACENT LAND USES/ZONING	North: Open Space (SP 93-3) with single- family residential development beyond South: Silberhorn Drive with a future park site (SP 92-3) and single-family residential development (R-1-M) beyond East: Open Space (SP 92-3) with an undeveloped commercial property (SP 92-3) beyond West: Open Space (SP 93-3) with single- family residential development (SP 93-3) beyond

PREVIOUS ACTION

Approval of the Parkway Specific Plan (SP 93-3) by the City Council on December 14, 1993, Approval of a Development Agreement with the Parker Development Company for the Parkway Specific Plan Area by the City Council on March 12, 1996, and Approval of a Tentative Subdivision Map (PN 12-370) by the City Council on December 8, 2015

FUTURE ACTION

Approval of Final Map and Issuance of Building Permits

APPLICABLE CODES

FMC 16.00, Subdivisions
FMC 17.37, Specific Plan District
Parkway Specific Plan (SP 93-3)
Subdivision Map Act

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Parkway Village H1 and H2 Subdivision project (PN 12-370) on December 8, 2015 in accordance with the California Environmental Quality Act (CEQA)

ATTACHED REFERENCE MATERIAL

1. Vicinity Map
2. Tentative Subdivision Map, dated August 21, 2015
3. Updated Inclusionary Housing Plan
4. City Council Staff Report, dated December 8, 2015
5. Site Photographs

PROJECT PLANNER

Steve Banks, Principal Planner

BACKGROUND

On December 8, 2015, the City Council approved a Tentative Subdivision Map for development of a 16-unit single-family residential subdivision project (Parkway Village H1 and H2 Subdivision) on a 5.44-acre project site located on the north side of Silberhorn Drive, slightly northwest of the intersection of Golf Links Drive and Silberhorn Drive. The approved development, which is divided into two distinct residential clusters (H1 and H2) that are connected by Silberhorn Drive, features 16 single-family residential lots that range from 7,332 to 11,729 square feet in size. Architectural details for the approved subdivision were not provided with the original development application; as a result, the architecture and design of the single-family residences is subject to future design review approval by the Planning Commission.

Subsequent to City Council approval of the Tentative Subdivision Map for the Parkway Village H1 and H2 Subdivision project, the applicant submitted improvement plans to the City. On April 6, 2017, the improvement plans for the Parkway Village H1 and H2 Subdivision project were approved by the City. On April 24, 2017, the applicant obtained a grading permit from the City and shortly thereafter initiated construction of the site improvements on the project site (see Attachment No. 5). The site improvements for the subdivision are expected to be completed within the next three months.

On May 20, 2017, the applicant submitted the Final Map for the approved Parkway Village H1 and H2 Subdivision project to the City. During the course of reviewing the Final Map, City staff and the project applicant identified a number of conditions (design and construction of traffic signal, dedication of infrastructure (sewer, water, storm drain, streets, street lights, and sewer lift station) to City, parking/garage restrictions, etc.) that required modification in order to approve the Final Map. As a result, the applicant submitted a Tentative Subdivision Map Amendment application to the City in order to modify the conditions of approval for the project.

APPLICANT'S PROPOSAL

The applicant, the Parker Development Company, is requesting approval of a Tentative Subdivision Map Amendment for revisions to a previously approved Tentative Subdivision Map associated with a 16-unit single-family residential subdivision (Parkway Village H1 and H2 Subdivision) located on 5.44-acre site situated on the north side of Silberhorn Drive. The primary purpose of the Amendment is to modify conditions of approval for the project relative to design and construction of a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive and dedication of a proposed sewer lift station to the City. In addition, the proposed Amendment modifies a number of conditions of approval to reflect the fact that the subdivision includes public streets and associated improvements (sewer, water, storm drain, and street lights) and not private streets. Lastly, the proposed Amendment also eliminates some conditions of approval relative to parking and garage storage restrictions, which are not applicable to single family residential subdivisions. The following is a list of the proposed modifications to the previously approved conditions of approval for the Parkway Village H1 and H2 Subdivision project:

Condition No. 12 (Deleted)

~~The owner/applicant shall design, construct and install a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive. The improvement plans for the traffic signal shall be approved by the City prior to approval of a final map for the subdivision. The traffic signal shall be complete and operational prior to issuance of the first building permit for the subdivision.~~

Condition No. 13 (Deleted)

~~The owner/applicant shall enter into a credit/reimbursement agreement with the City for the design, construction and installation of the traffic signal at the intersection of Golf Links Drive and Silberhorn Drive. The credit/reimbursement agreement shall be fully executed prior to approval of a final map for the subdivision. The owner/applicant shall be responsible for their fair share of the cost of the traffic signal as determined by a fair share cost analysis. The fair share analysis shall be prepared by a licensed professional subject to mutual agreement by the owner/applicant and the City and shall be approved by the City.~~

Condition No. 26 (Deleted)

~~The owner/applicant shall process a Certificate of Compliance Lot Line Adjustment (LLA) with the City to incorporate portions of the existing open space parcel along the entire frontage of both the H1 and H2 parcels into the subdivision. The LLA shall be processed with the concurrence of the current owners of the open space parcel, the Empire Ranch Community Association (ERCA). The LLA shall be reviewed and approved by the City and recorded with the Sacramento County Recorder prior to approval of the improvement plans for the subdivision.~~

Condition No. 27 (Modified)

~~The owner/applicant shall be solely responsible for the maintenance and operation of the proposed sanitary sewer system to serve the subdivision including, but not limited to, the gravity mains and laterals, the lift station and the accompanying forced main. The design and construction of the private sanitary sewer system including the proposed lift station shall be in accordance with the City Standards and Specifications and shall be reviewed and approved **by, and maintained and dedicated to** by the City prior to approval of the improvement plans for the subdivision. The design of the proposed sewer lift station shall also include, but not be limited to, a backup generator to ensure operation in the event of a power failure, a bypass pumping setup which allows for a separate portable pump to continue pumping sewage in the event of a pump station failure, and **a holding tank.** The site shall be designed to accommodate an odor control facility.~~

Condition No. 29 (Deleted)

~~The storm drainage system and the sanitary sewer system shall be privately owned and maintained together with the private streets. A Homeowner's Association or other financing mechanism acceptable to the City shall be formed to maintain these private improvements to the satisfaction of the Community Development Department. Verification shall be provided to the City that said financing mechanism has been formed prior to approval of the Final Map.~~

Condition No. 33 (Modified)

Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. **The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.**

Condition No. 42 (Modified)

~~Private streets shall be dedicated as easements for water only on the Final Map. 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). Public utility easements adjacent to private **public** streets may be reduced along the private **public** streets upon approval from public utility companies. Easements for vehicle and pedestrian access shall also be dedicated.~~

Condition No. 43 (Deleted)

~~The owner/applicant shall prepare a Maintenance and Access Agreement (Agreement) with the City to allow for the private maintenance and operation of the proposed private gravity and forced sanitary sewer forced mains proposed to be constructed within the existing public right-of-way of Silberhorn Drive. The Agreement shall be reviewed, approved and fully executed with the City prior to approval of the first final map for the subdivision.~~

Condition No. 45 (Deleted)

~~The project shall prohibit the parking of boats, campers, trailers and recreational vehicles on the site, and shall limit the use of individual garages to the parking of passenger vehicles. In no event shall household storage prevent the parking of vehicles in a garage area. This condition of approval shall be included in the CC&Rs for this project.~~

Condition No. 46 (Deleted)

~~The Home Owners Association shall be responsible for towing vehicles that are parking within fire access lanes. This condition of approval shall be included in the CC&Rs for this project.~~

Condition No. 74 (Deleted)

~~Turning movements on the emergency access driveways shall be designed to accommodate Fire Department apparatus. Use inside turning radii of 25 feet and outside turning radii of 50 feet.~~

TENTATIVE SUBDIVISION MAP AMENDMENT

As noted in the project description, the applicant is requesting approval of a Tentative Subdivision Map Amendment in order to make revisions to the previously approved Tentative Subdivision Map for the Parkway Village H1 and H2 project. The revisions involve modifying and/or deleting a number of conditions of approval to address some changes in circumstances relative to development of the subdivision. Specifically, the changes to the conditions of approval address the timing of the installation of a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive and dedication of a proposed sewer lift station to the City. In addition, the proposed Amendment modifies a number of conditions of approval to reflect the fact that the subdivision includes public streets and not private streets. Lastly, the proposed Amendment also eliminates some conditions of approval relative to parking and garage storage restrictions, which are not applicable to subdivision. The aforementioned modifications to the conditions of approval are necessary for approval of the Final Map by the City as described below:

Condition No. 12 (Deleted)

~~The owner/applicant shall design, construct and install a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive. The improvement plans for the traffic signal shall be approved by the City prior to approval of a final map for the subdivision. The traffic signal shall be complete and operational prior to issuance of the first building permit for the subdivision.~~

When the Parkway Village H1 and H2 Subdivision project was approved by the City Council in 2015, a condition of approval was placed on the project relative to the design, construction, and installation of a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive (Condition No. 12). Condition No. 12 stated that the applicant is required to design, construct, and install the traffic signal prior of the issuance of the first building permit for the subdivision. Subsequent to approval of the Parkway Village H1 and H2 Subdivision project, the City included the design, construction, and installation of a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive as a project within the City of Folsom Capital Improvement Plan. Around this same time, it became apparent the City was on a faster track to constructing the traffic signal than the project applicant. As a result, the City took over ownership of the installation, and construction of the traffic signal. At this time, the design of the traffic signal has been completed, the signal poles and other related equipment have been ordered, the construction of the traffic is expected to begin in December, and the traffic signal should be operational early next year. Based on this information, staff recommends that Condition No. 12 be eliminated as shown above.

Condition No. 13 (Deleted)

~~The owner/applicant shall enter into a credit/reimbursement agreement with the City for the design, construction and installation of the traffic signal at the intersection of Golf Links Drive and Silberhorn Drive. The credit/reimbursement agreement shall be fully executed prior to approval of a final map for the subdivision. The owner/applicant shall be responsible for their fair share of the cost of the traffic signal as determined by a fair share cost analysis. The fair share analysis shall be prepared by a licensed professional subject to mutual agreement by the owner/applicant and the City and shall be approved by the City.~~

When the Parkway Village H1 and H2 Subdivision project was approved by the City Council in 2015, a condition of approval was placed on the project requiring the applicant to enter into a credit/reimbursement agreement for the design, construction, and installation of the traffic signal at the intersection of Golf Links Drive and Silberhorn Drive. In addition, the applicant was required to pay their fair share contribution for the cost of the traffic signal. Following approval of the Parkway Village H1 and H2 Subdivision project, the applicant prepared and submitted the design for the traffic signal to the City. Subsequently, the City entered into a credit/reimbursement agreement with the applicant and the City determined that the applicant had satisfied their fair share contribution towards the overall cost of the design, installation, and construction of the traffic signal. Based on this information, staff recommends that Condition No. 13 be deleted.

Condition No. 26 (Deleted)

~~The owner/applicant shall process a Certificate of Compliance Lot Line Adjustment (LLA) with the City to incorporate portions of the existing open space parcel along the entire frontage of both the H1 and H2 parcels into the subdivision. The LLA shall be processed with the concurrence of the current owners of the open space parcel, the Empire Ranch Community Association (ERCA). The LLA shall be reviewed and approved by the City and recorded with the Sacramento County Recorder prior to approval of the improvement plans for the subdivision.~~

As part of the original approval for the Parkway Village H1 and H2 Subdivision project, a Lot-Line Adjustment was required in order to incorporate portions of the existing open space parcel located along the project's frontage with Silberhorn Drive into the subdivision. The aforementioned Lot-Line Adjustment was recently approved and recorded; as a result, staff recommends deletion of Condition No. 26 as it has already been satisfied.

Condition No. 27 (Modified)

~~The owner/applicant shall be solely responsible for the maintenance and operation of the proposed sanitary sewer system to serve the subdivision including, but not limited to, the gravity mains and laterals, the lift station and the accompanying forced main. The design and construction of the private sanitary sewer system including the proposed lift station shall be in accordance with the City Standards and Specifications and shall be reviewed and approved **by, and maintained and dedicated to** by the City prior to approval of the improvement plans for the subdivision. The design of the proposed sewer lift station shall also include, but not be limited to, a backup generator to ensure operation in the event of a power failure, a bypass pumping setup which allows for a separate portable pump to continue pumping sewage in the event of a pump station failure, and **a holding tank.** The site shall be designed to accommodate an odor control facility.~~

Prior to approval of the Parkway Village H1 and H2 Subdivision project, the applicant submitted a number of other development alternatives for the project site to the City including a private gated residential condominium project concept. At that time, the Environmental and Water Resources

Division recommended that the ownership, maintenance, and operation of the proposed sanitary sewer lift station be the sole responsibility of the project applicant. Ultimately, the applicant made the decision to move forward with a non-gated single-family residential subdivision. Unfortunately, the requirement for the applicant to be responsible for the ownership, maintenance, and operation of the sewer lift station was not changed to reflect the modified project design. The Environmental and Water Resource Division, which has been working closely with the applicant on the design of the sewer lift station, reviewed the current sewer lift station design for the single-family subdivision and determined that, consistent with City policy, the ownership, maintenance, and operation of the sewer lift station should be the responsibility of the City. As a result, staff recommends modification of Condition No. 27 as shown above.

Condition No. 29 (Deleted)

~~The storm drainage system and the sanitary sewer system shall be privately owned and maintained together with the private streets. A Homeowner's Association or other financing mechanism acceptable to the City shall be formed to maintain these private improvements to the satisfaction of the Community Development Department. Verification shall be provided to the City that said financing mechanism has been formed prior to approval of the Final Map.~~

Prior to approval of the Parkway Village H1 and H2 Subdivision project, the applicant submitted a number of other development alternatives for the project site to the City including a private gated residential condominium project concept. Within the City, private gated communities have different ownership, maintenance, and operation responsibilities than non-gated residential communities with respect to infrastructure and improvements including but not limited to roadways, curbs, gutters, sidewalks, streetlights, sewer, storm drainage, and landscaping. Eventually, the applicant made the decision to move forward with a non-gated single-family residential subdivision with public streets. Unfortunately, the requirement for the applicant to be responsible for the storm drainage system and sanitary sewer system was not changed to reflect the modified project design. As a result, staff recommends that Condition No. 29 be eliminated.

Condition No. 33 (Modified)

Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. **The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.**

When the Parkway Village H1 and H2 Subdivision project was approved by the City Council in 2015, a condition of approval was placed on the project requiring that the Final Map be recorded prior to issuance of building permits for the subdivision. Over the course of the past year, a number of subdivisions throughout the City have experienced difficulties in coordinating the timing of recording the Final Map and obtaining building permits for model homes. This timing issue has caused a significant delay in the production of homes for the community. To address this challenge, staff recommends an accommodation that allows the applicant to acquire building permits for model homes only prior to recordation of the Final Map. As a result, staff recommends that Condition No. 33 be modified as shown above.

Condition No. 42 (Modified)

~~Private streets shall be dedicated as easements for water only on the Final Map. 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). Public utility easements adjacent to private **public** streets may be reduced along the private **public** streets upon approval from public utility companies. Easements for vehicle and pedestrian access shall also be dedicated.~~

Prior to approval of the Parkway Village H1 and H2 Subdivision project, the applicant submitted a number of other development alternatives for the project site to the City including a private gated residential condominium project concept. Within the City, private gated communities have different ownership, maintenance, and operation responsibilities than non-gated residential communities with respect to infrastructure and other improvements including but not limited to roadways, curbs, gutters, sidewalks, streetlights, underground utilities, and landscaping. Ultimately, the applicant made the decision to move forward with a non-gated single-family residential subdivision. Unfortunately, the requirement for the applicant to dedicate easements for water within the private streets was not changed to reflect the modified project design that includes public streets. As a result, staff recommends that Condition No. 42 be modified as shown above.

Condition No. 43 (Deleted)

~~The owner/applicant shall prepare a Maintenance and Access Agreement (Agreement) with the City to allow for the private maintenance and operation of the proposed private gravity and forced sanitary sewer forced mains proposed to be constructed within the existing public right of way of Silberhorn Drive. The Agreement shall be reviewed, approved and fully executed with the City prior to approval of the first final map for the subdivision.~~

Prior to approval of the Parkway Village H1 and H2 Subdivision project, the applicant submitted a number of other development alternatives for the project site to the City including a private gated residential condominium project concept. Under the aforementioned private condominium project design, the homeowners association would have been responsible for the maintenance and operation of the gravity and forced sanitary sewer mains proposed to be constructed within Silberhorn Drive (public street). Based on the decision to move forward with a non-gated single-family residential subdivision, which includes public streets, the requirement for a Maintenance and Access Agreement with the City for operation and the gravity and forced sanitary sewer forced mains is not applicable. As a result, staff recommends that Condition No. 43 be deleted.

Condition No. 45

~~The project shall prohibit the parking of boats, campers, trailers and recreational vehicles on the site, and shall limit the use of individual garages to the parking of passenger vehicles. In no event shall household storage prevent the parking of vehicles in a garage area. This condition of approval shall be included in the CC&Rs for this project.~~

As stated previously within this report, the applicant initially proposed a private gated residential condominium project concept for the project site and a number of conditions were mistakenly placed on the approved single-family residential subdivision. In particular, a condition of approval was applied to the project relative to on-street parking and household storage within garages. With respect to parking restrictions and garage storage limitations, the Parkway Specific Plan already has guidelines and regulations in place to address these issues. Specifically, the Parkway Specific Plan

does not permit the parking of boats, campers, trailers, and recreational vehicles on public streets within the subdivision. In addition, the Specific Plan does not permit the storage of household items within required garage spaces to prevent the parking of vehicles. Based on the aforementioned factors, staff has determination this condition of approval is not applicable and recommends that Condition No. 45 be deleted.

Condition No. 46

~~The Home Owners Association shall be responsible for towing vehicles that are parking within fire access lanes. This condition of approval shall be included in the CC&Rs for this project.~~

As stated previously within this report, the applicant initially proposed a private gated residential condominium project concept for the project site and a number of conditions were mistakenly placed on the approved single-family residential subdivision. In particular, a condition of approval was applied to the project relative to the towing of vehicles that are parked within fire access lanes within the subdivision. In relation to parking in fire access lanes, the approved project as designed includes two cul-de-sacs and public streets which are proposed to meet minimum City Standards for design and construction, therefore, fire lanes are not required. Staff recommends that Condition No. 46 be deleted as shown above.

Condition No. 74

~~Turning movements on the emergency access driveways shall be designed to accommodate Fire Department apparatus. Use inside turning radii of 25 feet and outside turning radii of 50 feet.~~

As stated previously within this report, the applicant initially proposed a private gated residential condominium project concept for the project site and a number of conditions were mistakenly placed on the approved single-family residential subdivision. In particular, a condition of approval was applied to the project relative to emergency access driveway turning movements. With regard to emergency access driveway turning movements, the approved project design does not include an emergency access driveway. In addition, the two public cul-de-sacs within the project have been designed to meet the minimum City standards with respect to emergency vehicle turning movements. Based on the aforementioned factors, staff has determination this condition of approval is not applicable and recommends that Condition No. 74 be deleted as shown above.

Inclusionary Housing

As part of the original Parkway Village H1 and H2 Subdivision project, which was approved in 2015, an Inclusionary Housing Plan was submitted by the applicant that did not meet the current requirements of the City's 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 is required to provide two (2) inclusionary housing units within the proposed development. However, the Inclusionary Housing Ordinance also provides for use of alternative means by developers to satisfy their inclusionary housing requirement. Alternative means for satisfying the aforementioned requirement include: providing the units off-site; dedicating land for other affordable development projects; acquisition, rehabilitation, and conversion of existing market rate units; conversion of existing market rate units; paying an in-lieu fee, or other methods as approved by the City Council.

As an alternative means to constructing the affordable housing units on the project site, the applicant has submitted an updated Inclusionary Housing Plan (Attachment 3) which proposes to meet the inclusionary housing requirement by providing an in-lieu fee payment. 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.

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration and Mitigation Monitoring Program were previously approved for the Parkway Village H1 and H2 Subdivision Project (PN 12-370) project on December 8, 2015 in accordance with the California Environmental Quality Act (CEQA). Staff has determined that no new impacts will result from this amendment that were not already considered with the previous approval. No further environmental review is required.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE TENTATIVE SUBDIVISION MAP AMENDMENT FOR THE PARKWAY VILLAGE H1 AND H2 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 IS CONSISTENT WITH THE GENERAL PLAN AND THE PARKWAY SPECIFIC PLAN.

CEQA FINDINGS

- C. A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PROGRAM WERE PREVIOUSLY APPROVED FOR THE PARKWAY VILLAGE H1 AND H2 SUBDIVISION PROJECT (PN 12-370) ON DECEMBER 8, 2015 IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). NO NEW IMPACTS WILL RESULT FROM THIS AMENDMENT THAT WERE NOT ALREADY CONSIDERED WITH THE PREVIOUS APPROVAL, SO NO FURTHER ENVIRONMENTAL REVIEW IS REQUIRED UNDER CEQA.
- D. NONE OF THE CONDITIONS DESCRIBED IN SECTION 15162 OF THE CEQA GUIDELINES CALLING FOR THE PREPARATION OF A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT HAVE OCCURRED.

TENTATIVE SUBDIVISION MAP AMENDMENT FINDINGS

- E. THE PROPOSED AMENDED TENTATIVE SUBDIVISION MAP, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE PARKWAY SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- F. THE DESIGN OF THE AMENDED TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS WILL NOT CAUSE ENVIRONMENTAL DAMAGE OR INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- G. THE DESIGN OF THE AMENDED TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS WILL NOT CAUSE PUBLIC HEALTH OR SAFETY PROBLEMS.
- H. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT
- I. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.

~~Submitted,~~

 PAM JOHNS
 Community Development Director

CONDITIONS

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

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
		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 PARKWAY VILLAGE H1 AND H2 SUBDIVISION (PN 12-370)
TENTATIVE SUBDIVISION MAP AMENDMENT**

		GENERAL REQUIREMENTS		When Required	Responsible Department
Mitigation Measure					
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"> • Amended Tentative Subdivision Map, dated August 21, 2015 • Preliminary Site Plan, dated August 21, 2015 • Preliminary Grading and Drainage Plan, dated August 21, 2015 • Preliminary Sewer and Water Plan, dated August 21, 2015 • Preliminary Landscape Plan, dated September 11, 2015 • Preliminary Access and Circulation Plan, dated August 21, 2015 <p>This Tentative Subdivision Map is approved for the development of a 16-unit single-family residential subdivision project (Parkway Village H1 and H2 Subdivision) 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>		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)
3.		<p>Unless otherwise extended by provisions of the California Subdivision Map Act, the Folsom Municipal Code, or other request by the applicant, this project approval granted under this staff report shall remain in effect for two years from final date of approval (October 4, 2019). Failure to record the Final Map within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>		B	CD (P)

4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	✓	<p>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.</p>	G, I	CD (P)
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
6.		<p>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.</p>	I, B	CD (P)(E)
7.		<p>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	B	CD (E)
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>	M, I	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 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 reasonable outside legal fees and costs incurred by the City for such services. The City Attorney will notify the applicant of the intent to retain outside legal counsel and the rates of outside legal counsel. 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.</p>	I	CD (P) (E)
11.		<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)
12.		<p>The owner/applicant shall design, construct and install a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive. The improvement plans for the traffic signal shall be approved by the City prior to approval of a final map for the subdivision. The traffic signal shall be complete and operational prior to issuance of the first building permit for the subdivision.</p>	M, B	CD (E), PW

13.		The owner/applicant shall enter into a credit/reimbursement agreement with the City for the design, construction and installation of the traffic signal at the intersection of Golf Links Drive and Silberhorn Drive. The credit/reimbursement agreement shall be fully executed prior to approval of a final map for the subdivision. The owner/applicant shall be responsible for their fair share of the cost of the traffic signal as determined by a fair share cost analysis. The fair share analysis shall be prepared by a licensed professional subject to mutual agreement by the owner/applicant and the City and shall be approved by the City.	M	CD(E), PW
SITE DEVELOPMENT REQUIREMENTS				
14.		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)
15.		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> .	M, I, B	CD (P)(E)
16.		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, 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)
17.		The improvement plans for the required public and private subdivision improvements shall be reviewed and approved by the Community Development Department prior to approval of the Final Map.	M	CD(E)
18.		Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	M, B	CD (E)
19.		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)
20.		All existing overhead utility lines and future utility lines, lower than 69kv, shall be placed underground within and along the perimeter of the project at the owner/applicant's cost.	I	CD (E)

21.		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)
22.		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)
23.		Final exterior building and street 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. Lighting shall be equipped with a timer or photo condenser.	I, B	CD (P)
24.		The owner/applicant shall execute the Final Inclusionary Housing Agreement with the City prior to recordation of the Final Map for the Parkway Village H1 and H2 Subdivision.	M	CD (P)(E)
25.		The owner/applicant shall disclose to the homebuyers in the Conditions, Covenants, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report that a public trail system (Humbug-Willow Creek Parkway) is located adjacent to the proposed subdivision, and that the public park includes facilities (pedestrian and bicycle trails) that may generate noise impacts during various times including, but not limited to, evening and nighttime hours.	M, B	CD (P), PK
26.		The owner/applicant shall process a Certificate of Compliance Lot Line Adjustment (LLA) with the City to incorporate portions of the existing open space parcel along the entire frontage of both the H1 and H2 parcels into the subdivision. The LLA shall be processed with the concurrence of the current owners of the open space parcel, the Empire Ranch Community Association (ERCA). The LLA shall be reviewed and approved by the City and recorded with the Sacramento County Recorder prior to approval of the improvement plans for the subdivision.	I	CD (E)

27.		<p>The owner/applicant shall be solely responsible for the maintenance and operation of the proposed sanitary sewer system to serve the subdivision including, but not limited to, the gravity mains and laterals, the lift station and the accompanying forced main. The design and construction of the private sanitary sewer system including the proposed lift station shall be in accordance with the City Standards and Specifications and shall be reviewed and approved by, and maintained and dedicated to by the City prior to approval of the improvement plans for the subdivision. The design of the proposed sewer lift station shall also include, but not be limited to, a backup generator to ensure operation in the event of a power failure, a bypass pumping setup which allows for a separate portable pump to continue pumping sewage in the event of a pump station failure, and a holding tank. The site shall be designed to accommodate an odor control facility.</p>	I	CD (E)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
28.		<p>The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. 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.</p>	G, I, B, O	CD (E)
29.		<p>The storm drainage system and the sanitary sewer system shall be privately-owned and maintained together with the private streets. A Homeowner's Association or other financing mechanism acceptable to the City shall be formed to maintain these private improvements to the satisfaction of the Community Development Department. Verification shall be provided to the City that said financing mechanism has been formed prior to approval of the Final Map.</p>	M	CD (E)
30.		<p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	G, I, B	CD (E)
31.		<p>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.</p>	G, I	CD (E)

32.		<p>Prior to the approval of the final facilities design and the initiation of construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G, I	CD (E)
MAP REQUIREMENTS				
33.		<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. <u>The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.</u></p>	B	CD (E)
34.		<p>The owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P)
35.		<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 with each phase. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
36.		<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)
37.		<p>The owner/applicant shall attempt to acquire any off-site rights-of-way and easements necessary for improvements required for the Final Map prior to submittal of the map. If the owner/applicant is unsuccessful in acquiring said rights-of-way and easements, the owner/applicant shall submit evidence to the City that a "good faith" effort was made in attempting to acquire said rights-of-way and easements prior to the City's approval of the Final 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.</p>	M	CD (E)

38.		<p>The owner/applicant shall form a Homeowner's Association and/or Landscaping and Lighting District per the 1972 Landscaping and Lighting Act and Streets and Highways Code, Mello-Roos Community Facilities Services Maintenance Districts per Community Facilities District Act of 1982, and/or other funding mechanism as approved by the City Council, for the maintenance and upkeep of all common areas and any private and/or 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. In addition, CC&R's (Conditions, Covenants, and Restrictions) 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 recordation of the Final Map.</p>	M	CD (P)(E)
39.		<p>The owner/applicant shall prepare Conditions, Covenants, and Restrictions (CC&Rs) for the Parkway Village H1 and H2 Subdivision and shall file a Department of Real Estate Public Report that provides potential homebuyers with the following information:</p> <ul style="list-style-type: none"> • Information regarding all activities within the adjacent Humbug-Willow Creek Parkway; • Restrictions regarding unleashed pets in open space areas. <p>The documents shall be submitted to the Community Development Department for review and shall be approved, prior to the recordation of the Final Map.</p>	M	CD (P)(E) FD
40.		<p>Any reimbursement for improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to the approval of the Final Map.</p>	M	CD (E)
41.		<p>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.</p>	M	CD (E)

42.		<p>Private streets shall be dedicated as easements for water only on the Final Map. 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). Public utility easements adjacent to private public streets may be reduced along the private public streets upon approval from public utility companies. Easements for vehicle and pedestrian access shall also be dedicated.</p>	M	CD (E)
43.		<p>The owner/applicant shall prepare a Maintenance and Access Agreement (Agreement) with the City to allow for the private maintenance and operation of the proposed private gravity and forced sanitary sewer mains proposed to be constructed within the existing public right-of-way of Silberhorn Drive. The Agreement shall be reviewed, approved and fully executed with the City prior to approval of the first final map for the subdivision.</p>	M	CD (E)
TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS				
44.		<p>In accordance with review of the proposed project by City staff, and also in conjunction with recommendations made by the Traffic Safety Committee at their October 24, 2013 meeting, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • “STOP” sign control and associated pavement markings shall be installed at the exit to each of the two project driveway intersections with Silberhorn Drive to the satisfaction of the Community Development Department. • Landscape materials located within the clear-vision triangle(s) of each of the two project driveways intersections with Silberhorn Drive shall be planted and maintained in a manner that will not impede the ability of drivers to see oncoming vehicles on Silberhorn Drive. • Masonry pavers that are stamped or scored, and/or colored paving shall be incorporated at the two driveway entrances/exits on Silberhorn Drive for the purpose of pedestrian safety and visual enhancement. The masonry pavers and/or colored paving shall be a minimum of 20 feet in width and shall be compliant with the Americans with Disabilities Act requirements. 	M, I	CD (E)(P)

45.		The project shall prohibit the parking of boats, campers, trailers and recreational vehicles on the site, and shall limit the use of individual garages to the parking of passenger vehicles. In no event shall household storage prevent the parking of vehicles in a garage area. This condition of approval shall be included in the CC&Rs for this project.	M, O	CD (P, E)
46.		The Home Owners Association shall be responsible for towing vehicles that are parking within fire access lanes. This condition of approval shall be included in the CC&Rs for this project.	M, O	CD (P, E)
47.		A minimum of 48 parking spaces shall be provided including 32 on-site garage parking spaces and 16 on-street guest parking spaces. The garages for each of the individual units shall be restricted to vehicle parking only. This condition of approval shall be included in the CC&Rs for this project.	I, O	CD (P, E)
LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
48.		Final landscape plans and specifications for site development 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 on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping of the parking area shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time Owner Applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, 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.	I	CD(P)(E)

49.		Landscape medians, landscape corridors behind curb lines, scenic corridors, open space areas, and/or common areas shall be landscaped as depicted in Attachment No. 6. A landscape and irrigation plan for said landscaped area shall be submitted, reviewed and approved by the Community Development Department. Performance and funding of maintenance of the said landscaped area shall be funded by the owner/applicant to the satisfaction of the Community Development Department.	I, B	CD (P)(E)
50.		The owner/applicant shall be responsible for on-site and off-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree relocation is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	B	CD (P)
51.	✓	<p>Tree mitigation is required pursuant to the Tree Ordinance, and can include replanting of oak trees on the site, paying mitigation fees, or a combination of these two methods. The City Arborist will review the final site improvement plans and determine the precise amount required at that time. Compensatory mitigation off-site consists of one of the following mitigation measures:</p> <ul style="list-style-type: none"> ○ Payment into the Tree Planting and Replacement Fund of an inch-for-diameter-inch replacement in lieu fee set by City Council resolution; or ○ 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 must be approved by the City council; 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, pursuant to the ratios set forth in the Tree Ordinance. 	I, B	CD (P)(E)

52.		<p>The owner/applicant shall place high-visibility orange mesh protective fencing and signing every 50 feet around the Tree Protection Zone of any existing trees on the project site that are identified for preservation pursuant to Folsom Municipal Code Chapter 12.16. The fencing shall remain in place throughout the construction process to assure that the protected trees are not damaged. Placement of the fencing shall be subject to the review and approval of staff prior to the issuance of any improvement, grading, or building permits. Simply protecting the area within the Tree Protection Zone may not always save the tree(s), so other tree protection measures may be required.</p>	I, B	CD (P)(E)
53.		<p>The owner/applicant shall submit a tree permit application for review and approval by the City prior to commencement of any grading or site improvement related activities.</p>	I, B	CD (P)(E)

BIOLOGICAL RESOURCE REQUIREMENTS

54.	<p>✓</p>	<p>To address potential impacts to the elderberry shrubs, the owner/applicant shall implement the following mitigation measures to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • The owner/applicant shall apply for and obtain a USFWS permit to construct within the buffer area and to remove two elderberry shrubs. The following measure will ensure that the applicant provides documentation to the City that said permit has been issued by USFWS: • Prior to the initiation of any grading or the issuance of any construction or grading permit, the owner/applicant shall obtain all required state and federal permits and provide evidence to the City of Folsom that said permits have been obtained, or that the permit is not required. Specifically, the applicant must provide verification of a USFWS permit for construction within the required 100-foot buffer area of the elderberry bush located at the southwest corner of the site. <p align="center"><u>or</u></p> <ul style="list-style-type: none"> • The owner/applicant shall transplant shrub and purchase four mitigation units in a mitigation bank. <p align="center"><u>or</u></p> <p>The following avoidance and minimization efforts shall be implemented for construction operations in the vicinity of any elderberry shrubs that would not be removed.</p> <ul style="list-style-type: none"> • All areas to be avoided during construction activities, specifically the 100-foot buffer zone around elderberry shrubs, shall be fenced and flagged. In areas where encroachment on the 100-foot buffer has been approved by the USFWS, a minimum setback of at least 20 feet from the dripline of each elderberry shrub shall be provided in most cases. In some cases, construction activity may be required within 20 feet of a shrub. In these cases, fencing shall be placed at the greatest possible distance from the shrubs. 	I, B	CD (P)(E)
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<p>54. Cont.</p>	<p>✓</p>	<ul style="list-style-type: none"> • A worker awareness training program for construction personnel shall be conducted by a qualified biologist prior to beginning construction activities. The program shall inform all construction personnel about the life history and status of the beetle, requirements to avoid damaging the elderberry plants, and the possible penalties for not complying with these requirements. Written documentation of the training shall be submitted to U.S. Fish and Wildlife Service (USFWS) within 30 days of its completion. • Signage shall be erected every 50 feet along the edge of avoidance areas with the following information: "This area is habitat of the valley elderberry longhorn beetle, a federally-threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signage shall be clearly readable from a distance of 20 feet, and shall be maintained for the duration of construction. • Pre-construction and post-construction surveys shall be completed for the elderberry shrubs in the project area. Pre-construction surveys shall document compliance with mitigation measures. The post-construction survey shall confirm that there was no additional damage to any of the elderberry shrubs than as described in this document. • Temporary construction impacts within the buffer area (area within 100 feet of elderberry shrubs) shall be restored. If any portion of the buffer area is temporarily disturbed during construction, it shall be revegetated with native plants and erosion control shall be provided. • Buffer areas shall continue to be protected after construction from adverse effects of the project. Measures such as fencing, signs, weeding, and trash removal shall be implemented as appropriate. • No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level. All drainage water during and following construction shall be diverted away from the elderberry shrubs. 	<p>I, B</p>	<p>CD (P)(E)</p>
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54. Cont.	✓	<ul style="list-style-type: none"> • A written description of how the buffer areas are to be restored, protected, and maintained after construction is completed shall be provided to USFWS. • Mowing of grass can occur between July through April to reduce fire hazard, however, no mowing should occur within five feet of elderberry shrub stems. Mowing shall be conducted in such a manner that avoids damaging shrubs. • Dirt roadways and other areas of disturbed bare ground within 100 feet of elderberry shrubs shall be watered at least twice a day to minimize dust emissions. 	I, B	CD (P)(E)
55.	✓	<p>To address potential impacts to the Western Pond Turtle, the owner/applicant shall implement the following mitigation measures to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • A preconstruction survey shall be conducted for nesting pond turtle by a qualified biologist. If nesting areas for pond turtles are identified within the survey limits, a buffer area determined in coordination with CDFW shall be established between the nesting site (which may be immediately adjacent to wetlands or extend up to 400 feet away from wetland areas in uplands) and the wetland located near the nesting site. The buffer shall indicated by temporary fencing if construction has or will begin before nesting periods are ended (the period from egg laying to emergence of hatchlings is normally April to November). Any Western Pond Turtles observed in the survey limits shall be reported to the CNDDDB. • A qualified biological monitor(s) shall be present during dewatering of the canals to relocate any Western Pond Turtles in the canals to suitable habitat up or downstream of the area of disturbance. Prior to dewatering, CDFW shall be notified of the intent to conduct Western Pond Turtle monitoring and potential relocation. Any Western Pond Turtles observed during biological monitoring activities shall be reported to the CNDDDB. 	I, B	CD (P)(E)

56.	<p>✓</p>	<p>To address potential impacts to the White-Tailed Kite and other nesting birds, the owner/applicant shall implement the following mitigation measures to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • If construction activities will occur during the nesting season (usually from March through September), no more than 30 days prior to the initiation of construction, pre-construction surveys for the presence of special-status bird species or any nesting bird species shall be conducted by a qualified biologist on-site and within a 500 foot radius of proposed construction areas, where access is available. If active nests are identified in these areas, construction shall be delayed until the young have fledged, or CDFW shall be consulted to develop measures to avoid the take of active nests prior to the initiation of any construction activities. Avoidance measures may include establishment of a buffer zone using construction fencing, or the postponement of vegetation removal until after the nesting season, or until after a qualified biologist has determined the young have fledged and are independent of the nest site. • If active nests are identified in these areas, construction should be delayed until the young have fledged, or CDFW should be consulted to develop measures to avoid the take of active nests prior to the initiation of any construction activities. Avoidance measures may include establishment of a buffer zone using construction fencing, or the postponement of vegetation removal until after the nesting season, or until after a qualified biologist has determined the young have fledged and are independent of the nest site. 	I, B	CD (P)(E)
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WETLANDS REQUIREMENT

57.	<p>✓</p>	<p>To address potential impacts to the jurisdictional waters, the owner/applicant shall implement the following mitigation measures to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • All necessary permits shall be obtained prior to commencement of ground disturbance within jurisdictional waters. Currently, it is anticipated that implementation of the proposed activities would require a CWA Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, and a CWA Section 401 Water Quality Certification from the RWQCB. Impacts to jurisdictional waters will be mitigated in accordance with agency requirements to ensure no net loss of acreage or value to waters of the U.S. • Construction activities shall be required to follow standard engineering practices that reduce impacts to water quality, including off-site waters adjacent to the project site. The practices include reduction of sediment loading and disturbance as well as other standard Best Management Practices (BMP) for maintaining water quality. • Vegetation removal shall not exceed the minimum necessary to complete project construction and operations and all native vegetation shall be replaced at a 1:1 ratio or greater. • Buffers from streams and wetlands shall be delineated by a qualified biologist to provide adequate protection to aquatic resources from construction equipment. No grading or construction activities shall be allowed within these buffers beyond the temporary and/or permanent impact areas identified in the IS/MND. Adequate buffer shall be determined by the qualified biologist as appropriate. • The placement of stockpiled construction materials, spoils, and/or fill shall be such so that said materials cannot be washed into a stream or wetland. 	I, B	CD (P)(E)
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57. Cont.	✓	<ul style="list-style-type: none"> Should restoration plans be required as part of the regulatory permitting process, said plans shall include quantifiable performance standards and pertinent information such as the types of vegetation to be planted, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas shall utilize native vegetation to the maximum extent feasible. The use of products with plastic monofilament or cross joints in the netting that are bound/stitched (such as those found in straw wattles/fiber rolls, jute netting and some erosion control blankets) which may cause entrapment of wildlife, shall not be used for erosion control purposes. Additionally, any non-biodegradable materials used for erosion control shall be removed upon project completion. 	I, B	CD (P)(E)
CULTURAL RESOURCE REQUIREMENTS				
58.	✓	<p>If any archaeological, cultural, or historical resources or artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides consultation with the Folsom Historical Society, City staff, and the Historic Preservation League. Appropriate mitigation as recommended by the archaeologist and the Historical Society representative shall be implemented. If agreement cannot be met, the Planning Commission shall determine the appropriate implementation method.</p>	I, B	CD (P)(E)
59.		<p>In the event human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American Origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely decedent. The decedent will then recommend to the landowner or landowner's representative appropriate disposition of the remains and any grave goods.</p>	I, B	CD (P)(E)

60.	As agreed to as part of the Section 106 (National Historic Preservation Act) Consultation between the U.S. Army Corps of Engineers and the United Auburn Indian Community (UAIC), the owner applicant shall construct and install a sign in a location adjacent to Willow Creek and the Humbug Willow Creek Trail (and visible from Silberhorn Drive) that states the name of Willow Creek (“c’upi mutl”) in the Maidu language. The final design and location of the aforementioned sign shall be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)
ARCHITECTURE/DESIGN REQUIREMENTS			
61.	The architectural and design details for the 16 single-family residential lots are subject to review and approval of a Design Review Permit by the Planning Commission.	B	CD (P)
AIR QUALITY REQUIREMENT			
62.	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.	I, B	CD (P)(E)
63.	In compliance with Rule 442 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall use architectural coatings that comply with the volatile organic compound content limits specified in the general rule.	I, B	CD (P)(E)(B)
64.	Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.	I, B	CD (P)(E)(B)
65.	Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust.	I, B	CD (P)(E)(B)
66.	Street sweeping shall be conducted to control dust and dirt tracked from the project site onto any of the surrounding roadways. Construction equipment access shall be restricted to defined entry and exit points to control the amount of soil deposition.	I, B	CD (P)(E)(B)

67.		<p>The following measures are required to reduce construction criteria air emissions, consistent with current SMAQMD Basic Construction Emissions Control Practices:</p> <ul style="list-style-type: none"> • Limit the maximum amount of disturbed area per day to 15 acres or less • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph) • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. 	G, I, B	CD (P)(E)(B)
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68.	<p>Prior to the commencement of any site-disturbing activities, the applicant shall obtain the services of a qualified geologist to perform a site investigation to determine whether and where Naturally Occurring Asbestos (NOA) is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of soil and rock samples by a California Registered geologist. If the site investigation determines that NOA is not present on the project site, then the project applicant shall submit a Geologic Exemption as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that NOA is present on the project site, then the project applicant shall submit to the SMAQMD for review and approval prior to commencement of any ground disturbance activity an Asbestos Dust Control Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal. The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p> <p>If NOA is determined to be located on the surface of the project site, all surface soil containing NOA shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.</p>	G, I, B	CD (P)(E)(B)
NOISE REQUIREMENTS			
69.	<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. In addition, construction equipment shall be muffled and shrouded to minimize noise levels.</p>	G, I, B	CD (P)(E)

GRADING REQUIREMENTS

70.		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)
OTHER AGENCY REQUIREMENT				
71.		The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)
FIRE DEPARTMENT REQUIREMENTS				
72.		All single-family residential 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
73.		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	CD FD
74.		Turning movements on the emergency access driveways shall be designed to accommodate Fire Department apparatus. Use inside turning radii of 25 feet and outside turning radii of 50 feet.	I, B	CD FD

75.		<p>The owner/applicant shall submit a wildfire fuel modification plan which is subject to review and approval of the Community Development Department and the Fire Department. The owner/applicant shall be solely responsible for the future maintenance of a 30-foot wide Fuel Modification Area (FMA) along the western portion of the project site adjacent to the Humbug-Willow Creek Parkway. For those portions of the FMA which will ultimately be outside the property boundary for the project, the owner/applicant shall execute an agreement with the City to allow for the required maintenance on City property. The agreement prepared by the owner/applicant shall be reviewed and approved by the Community Development Department and the City Fire Department and shall be recorded with the Sacramento County Recorder prior to issuance of building permit for the project. The FMA shall be kept free from dry brush and grass and overhanging tree canopies shall be trimmed 8-feet above grade to eliminate 'fire ladders'. If landscape materials are introduced, low plants with some fire resistance shall be selected. Structures shall not be located in the buffer area and trees shall not be planted in the same area. Landscape materials selected for this area shall be fire resistant and limited to a height of 18-inches.</p>	B	CD FD
POLICE/SECURITY REQUIREMENT				
76.		<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"> • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD

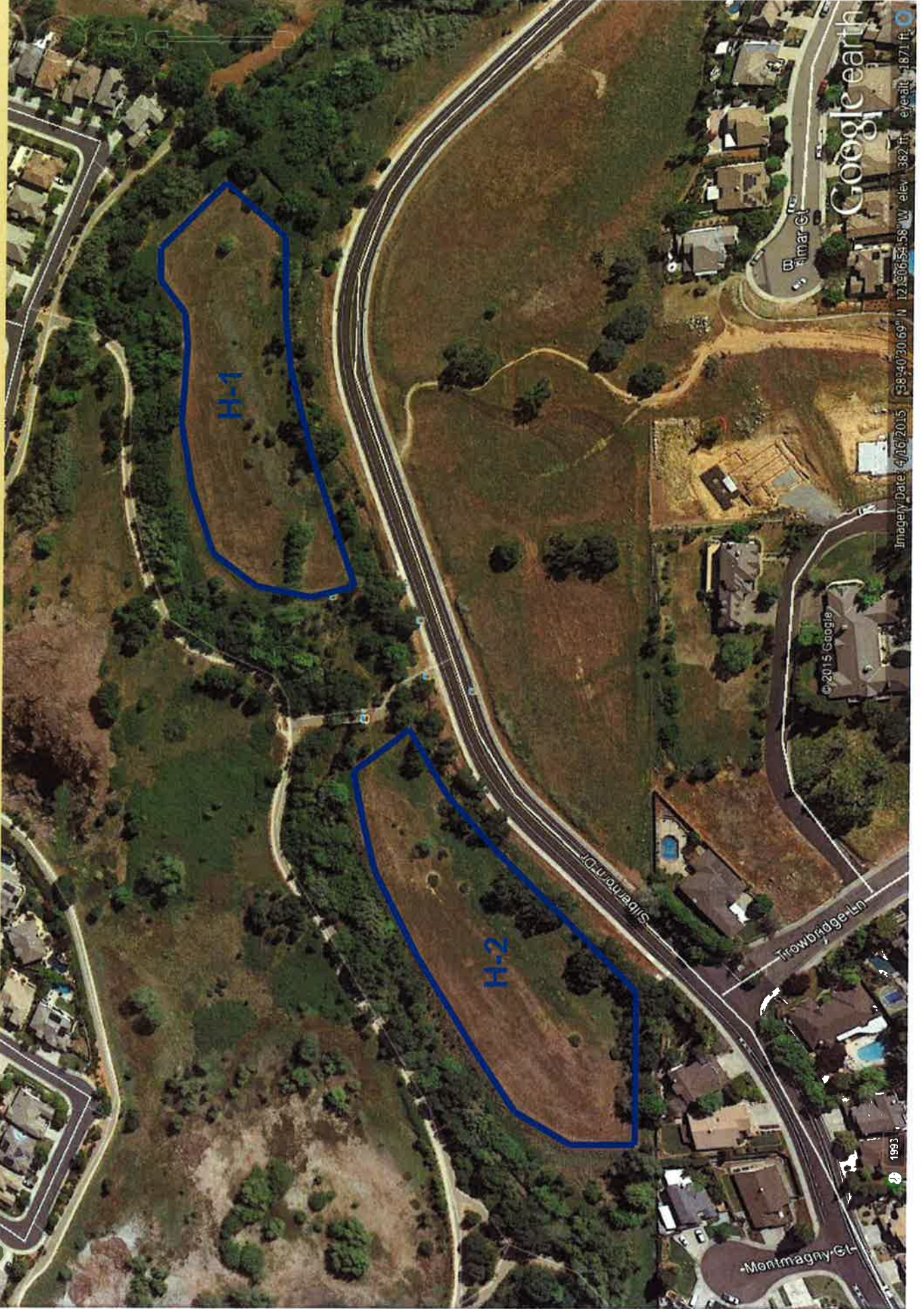
MISCELLANEOUS REQUIREMENTS

77.		<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 home buyers/renters at the project sales/leasing office. Additionally, the owner/applicant shall provide written evidence signed by the project renters that such materials have been presented to the home buyers/renters as part of the lease transaction and that the home buyers/renters are aware that children from this development may not be able to attend their designated neighborhood school.</p>	B, O	CD (P)
78.		<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 April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code</u>. (Section 13.26 Water Conservation), or amended from time to time.</p>	I, B, OG	CD (P)(E)

Attachment 1

Vicinity Map

Vicinity Map



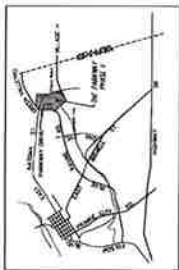
Attachment 2

Tentative Subdivision Map, dated August 21, 2015

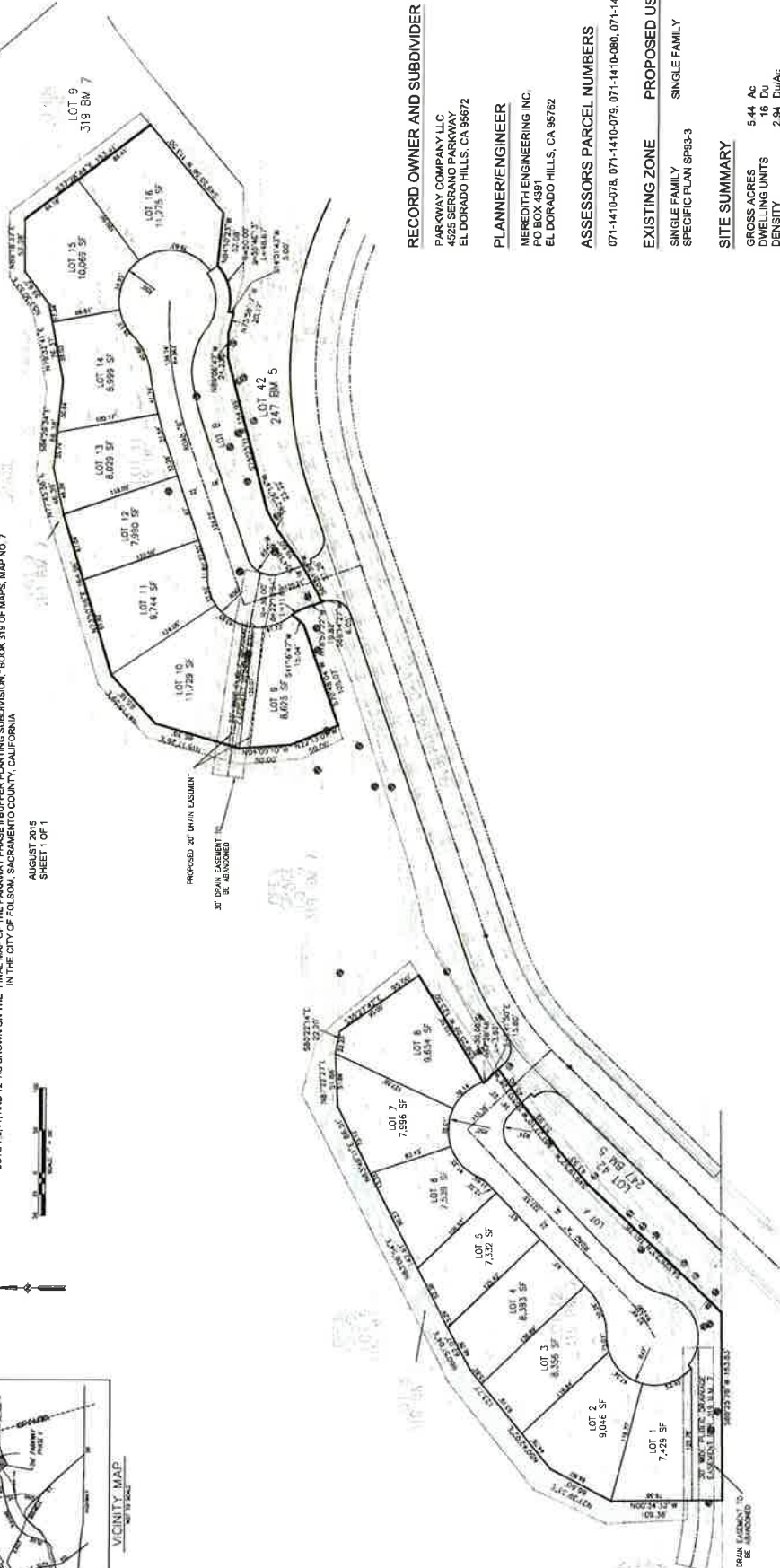
**VESTING TENTATIVE SUBDIVISION MAP OF
PARKWAY VILLAGE H**

LOTTING EXHIBIT
LOTS 7, 8, 11, AND 12 AS SHOWN ON THE FINAL MAP OF THE PARKWAY PHASE II BUFFER PLANTING SUBDIVISION, BOOK 319 OF MAPS, MAP NO. 7
IN THE CITY OF FOLSOM, SACRAMENTO COUNTY, CALIFORNIA

AUGUST 2015
SHEET 1 OF 1



VICINITY MAP
SCALE: 1" = 1/2 MI.



PROPOSED 30" DRAIN EASEMENT
30" DRAIN EASEMENT TO
BE ABANDONED

DRAIN EASEMENT TO
BE ABANDONED

RECORD OWNER AND SUBDIVIDER

PARKWAY COMPANY LLC
4525 SERRANO PARKWAY
EL DORADO HILLS, CA 95672

PLANNER/ENGINEER

MEREDITH ENGINEERING INC.
PO BOX 4391
EL DORADO HILLS, CA 95672

ASSESSORS PARCEL NUMBERS

071-1410-078, 071-1410-079, 071-1410-080, 071-1410-081

EXISTING ZONE

SINGLE FAMILY

PROPOSED USE

SINGLE FAMILY

SPECIFIC PLAN SP98-3

SITE SUMMARY

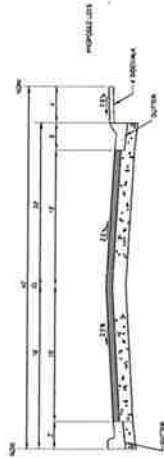
GROSS ACRES 5.44 Ac
BUILDING UNITS 16 DU
DENSITY 2.94 DU/AC

**THE PARKWAY VILLAGE H
TENTATIVE MAP 8-21-15**



**MEREDITH
ENGINEERING**
CONSULTING ENGINEERING SERVICES
1400 S. 10TH AVENUE, SUITE 100
FOLSOM, CA 95630
TEL: 916.439.2400 FAX: 916.439.2430

- DISTRICTS**
- IMPROVEMENTS: CITY OF FOLSOM
 - WATER: CITY OF FOLSOM
 - SEWER: CITY OF FOLSOM
 - DRAINAGE: CITY OF FOLSOM
 - ELECTRICITY: S.M.U.D.
 - GAS: PACIFIC GAS & ELECTRIC
 - TELEPHONE: PACIFIC BELL
 - POSTAL DELIVERY: FOLSOM-CROCKERVA UNIFIED
 - FIRE DISTRICT: FOLSOM-CROCKERVA UNIFIED
 - PARK DISTRICT: CITY OF FOLSOM



VILLAGE H TYPICAL ROADWAY
SCALE: 1" = 10'

TI-6.0

Attachment 3

Updated Inclusionary Housing Plan

INCLUSIONARY HOUSING PLAN

THE PARKWAY VILLAGE H1 AND H2 SUBDIVISION

The intent of this project is to subdivide the existing 5.44 acre site into a sixteen (16) unit single-family residential subdivision, consistent with the original approval and the Parkway Specific Plan. Per the amended Chapter 17.104 of the Folsom Municipal Code, the number of inclusionary housing units shall be equal to ten percent (10%) of the total units, or 1.6. Rounding this to the nearest whole number, two (2) inclusionary housing units are required for this project.

Rather than provide one (1) low income unit and one (1) very low income unit, this project will implement an alternative means of complying with the inclusionary housing requirement – that being the payment of an in-lieu fee, as provided by Section 17.104.060.

The in-lieu fee will be calculated as follows:

Multiply one percent (1%) of the lowest priced for-sale residential unit in the proposed subdivision by sixteen (16) (i.e. the total number of for-sale residential units in the subdivision (16)).

The in-lieu fee will be payable at the time of building permit, on a per-unit basis.

Attachment 4

City Council Staff Report, dated December 8, 2015

DATE: December 8, 2015

TO: Mayor and City Council Members

FROM: Community Development Department

SUBJECT: **MITIGATED NEGATIVE DECLARATION AND TENTATIVE
SUBDIVISION MAP REGARDING THE PARKWAY VILLAGE H1 AND
H2 SUBDIVISION PROJECT**

- i. Resolution No. 9680 - A Resolution of the City Council to Adopt a Mitigated Negative Declaration and to Approve a Tentative Subdivision Map creating 16 single-family residential lots on the 5.44-acre project site for the Parkway Village H1 and H2 Subdivision Project

BACKGROUND

The project site, which is situated on the north side of Silberhorn Drive within the Phase II portion of the Parkway Specific Plan, is comprised of four individual parcels totaling 5.44-acres. Upon approval of the Parkway Specific Plan in 1993, the subject site was assigned a General Plan land use designation of SFHD (Single Family High Density) and a Specific Plan designation of SP 93-3 (Parkway Specific Plan) with an underlying zoning designation of R-1/R-2 (Single-Family/Single-Family Halfplex). Based on the assigned General Plan land use designation of SFHD, the project site was anticipated to be developed with between 22 and 38 single-family residential homes (4-6.9 units per acre). Based on the Specific Plan zoning designation, the subject site was expected to be developed with detached single-family homes, halfplexes, or duplexes. Subsequent to approval of the Specific Plan, the project site was rough-graded in anticipation of residential development. Currently, the undeveloped project site contains non-native grassland with inclusion of riparian vegetation associated with the Humbug-Willow Creek Parkway and the Natomas Ditch.

On November 8, 2012, the Parker Development Company submitted a development application requesting approval of a Tentative Subdivision Map, General Plan Amendment, Specific Plan Amendment, Planned Development Permit for development of a 56-unit condominium project on a 5.44-acre site located on the north side of Silberhorn Drive within the Parkway Specific Plan area. On December 4, 2014, after much consideration, the Parker Development Company submitted a modified development application requesting approval of a Specific Plan Amendment, Tentative Subdivision Map, and Planned Development Permit for development of a 33-unit single-family residential subdivision project.

On July 15, 2015, the Planning Commission reviewed the request from the Parker Development Company for the development of a 33-single-family residential subdivision project. At that meeting, a significant contingent of residents expressed reservations about the proposed project including but not limited to concerns regarding the following issues:

- Aesthetic impacts
- Decrease in property values
- Density of project
- Design consistency of proposed residential units
- On-street parking on Silberhorn Drive
- Open space and wildlife area impacts
- Public school impacts
- Traffic and Pedestrian Safety on Silberhorn Drive
- Water supply and usage

After a lengthy public comment period, the Commission engaged in a thorough review of the proposed project and debated the merits of a number of specific issues associated with the project including, traffic and circulation, parking, pedestrian safety, density, and development standards. Following this discussion by the Planning Commission, a motion proposed by Commissioner Scott to approve the proposed project failed to pass with a 3-2 vote. Subsequently, a motion proposed by Commissioner Lane to deny the proposed project was passed with a 4-1 vote. The Planning Commission action to deny the proposed project was a recommendation to the City Council, with the Council having final decision making authority due to the Specific Plan Amendment and Tentative Subdivision Map entitlements.

On August 21, 2015, the Parkway Development Company submitted a letter to the City indicating that they were revising their project by reducing the number of single-family residential lots from 33 down to 16 in to order to be consistent with the Parkway Specific Plan and the previously approved Tentative Subdivision Map. On August 26, 2015, the Parkway Development Company submitted a formal development application to the City requesting approval of a Tentative Subdivision Map for development of a 16-unit single-family residential subdivision on the subject 5.44-acre project site.

PROPOSED PROJECT

The applicant, the Parkway Development Company, is requesting approval of a Tentative Subdivision Map and consideration of adoption of a Mitigated Negative Declaration for development of a 16-unit single-family residential subdivision project on a 5.44-acre project site located on the north side of Silberhorn Drive, slightly southeast of the intersection of Golf Links Drive and Silberhorn Drive. The proposed development, which is divided into two distinct single-family residential clusters (H1 and H2) that are connected by Silberhorn Drive, features residential lots that range from 7,332 to 11,729 square feet in size. Architectural details for the single-family lots have not been provided with the subject development application, and as a result, the architecture and design of the single-family residences will be subject to future design review approval by the Planning Commission.

Primary vehicle access to the project site is provided by two new driveways located on Silberhorn Drive. Internal vehicle circulation consists of private drive aisles that provide access for each of the residential clusters respectively. Pedestrian access is facilitated by an existing sidewalk located adjacent to Silberhorn Drive and internal pedestrian pathways that provide connectivity in and around the residential clusters. The sidewalk connections will provide access from each of the residential clusters to an existing bicycle/pedestrian trail that bisects the project site and provides access to the Humbug-Willow Creek trail system. Additional on-site improvements include: drive aisles, on-street parking, underground utilities, drainage structures, site lighting, and site landscaping.

The proposed project was considered by the Planning Commission at its October 21, 2015 meeting. At this meeting, the Commission expressed their full support for the project. Six residents spoke regarding the proposed project at the meeting. Five of the residents who spoke voiced their support of the proposed subdivision. One resident who spoke in opposition to the proposed subdivision expressed a desire that the project site remain undeveloped. The Planning Commission adopted a motion (6-0-1-0) to recommend approval of the proposed project to the City Council, subject to the conditions of approval included with this report.

POLICY/RULE

Section 16.16.080 of the Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps be forwarded to the City Council for final action.

ANALYSIS

General Plan and Zoning Consistency

The General Plan land use designation for the project site is SFHD (Single Family High Density) and the Specific Plan zoning designation for the project site is SP 93-3 (Parkway Specific Plan) with an underlying land use designation of R-1/R-2 (Single Family/Single Family Halfplex). The Specific Plan zoning designation corresponds with the General Plan designation boundary lines. The project is consistent with both the proposed General Plan land use designation and the proposed Specific Plan zoning designation for the site, as single-family detached dwelling units are identified as a permitted land use within the zoning district on this site (Parkway Specific Plan, Section 4.31).

As noted in the previous discussion, the General Plan land use designation for the 5.44-acre project site is SFHD (Single Family High Density). The City of Folsom General Plan allows properties assigned with a SFHD land use designation to be developed with a maximum density of 6.9 dwelling units per acre. As shown on the submitted site plan, the proposed project is being developed at a residential density of 2.94 dwelling units per acre. Based on the aforementioned information, staff has determined that the proposed project density is consistent with the residential density established for properties assigned with an SFHD land use designation as it does not exceed the maximum residential density of 6.9 dwelling units per acre.

Land Use Compatibility

The 5.44-acre residentially-zoned project site is bounded by open space to the north with single-family residential development beyond, Silberhorn Drive to the south with a future park site and single-family residential development beyond, open space to the east with an undeveloped commercial property and Golf Links Drive beyond, and open space to the west with single-family residential development beyond. In addition to the single-family residential development referenced above, the project site is heavily influenced by the adjacent open space areas located to the east, north, and west of the subject property. These open space areas include significant vegetation, drainage ponds, sections of Humbug Creek, and portions of the Humbug-Willow Creek Trail System. The project site itself includes non-native grassland and riparian vegetation that is tied into the Natomas Ditch, which runs along the southern and western portions of the property.

As described above, the project setting is characterized by single-family residential development intermingled with natural open space areas. The proposed project is comprised of two single-family residential clusters or enclaves surrounded by open space buffers that are intended to help establish a relationship between the existing natural habitat and residents of the new development. The project is

subject to the design standards recommended by the Parkway Specific Plan to ensure that the future single-family residences are architecturally compatible with the nearby single-family residential development and also with the natural setting of the Parkway. In addition, staff has determined that the physical design of the project is consistent with the Humbug-Willow Creek Design Guidelines. Based on the aforementioned factors, staff has determined that the proposed project maintains a scale that is complimentary to and compatible with the surrounding open space and nearby residential environments.

Tentative Subdivision Map

The applicant is requesting approval of a Tentative Subdivision Map to subdivide the existing 5.44-acre site (comprised of four individual parcels) into 16 single-family residential lots and 2 landscape lots. As noted earlier within this reports, the proposed residential lots range from 7,332 to 11,729 square feet in size. Staff recommends that the owner/applicant dedicate easements for water and sewer within the private streets, as well as public utility easements for underground facilities on lots adjacent to the public street (Silberhorn Drive). In addition, staff recommends that the owner/applicant dedicate easements for vehicle and pedestrian access. Condition No. 42 is included to reflect these requirements. Staff also recommends the applicant form a Homeowners Association and establish CC&Rs for the proposed subdivision. Condition No. 39 is included to reflect this requirement. Staff has determined that the proposed subdivision map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

Traffic/Access/Circulation

A Traffic Impact Analysis was prepared by Fehr & Peers in March, 2015 to address traffic, access, and circulation-related issues associated with development of the previously proposed 33-unit single-family residential subdivision project. Fehr & Peers reviewed the revised 16-unit single-family residential project and determined that no new impacts were identified that were not previously analyzed. In addition, Fehr and Peers noted that the potential impacts associated with the proposed 16-unit single-family residential subdivision are greatly decreased due to the lower vehicle trip volume. With respect to traffic-related impacts, the study analyzed traffic operations in the vicinity of the project site under five scenarios: Existing Conditions (2014), Construction Year No Project Conditions (2015), Construction Year Plus Project Conditions (2015), Cumulative No Project Conditions (2035), and Cumulative Plus Project Conditions (2035). Impacts of the proposed project were evaluated at two intersections, the intersection of Silberhorn Drive and Golf Links Drive and the intersection of Silberhorn Drive and Prewitt Drive/Trowbridge Lane.

Under Existing Conditions, the study determined that the intersection of Silberhorn Drive and Prewitt Drive currently operates at an acceptable level of service (LOS A) during both the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours. The intersection of Golf Links Drive and Silberhorn Drive also operates at an acceptable level of service (LOS A) in terms of the predominate north-south movement of vehicles. However, the intersection of Silberhorn Drive and Golf Links Drive operates at an unacceptable level service during the AM Peak hour (LOS D) in terms of a side-street movement which involves the left-turn onto Golf Links Drive from Silberhorn Drive.

In relation to trip generation, the proposed project is estimated to generate a total of 151 daily vehicle trips including 12 trips (3 inbound/9 outbound) during the AM peak hour and 16 trips (10 inbound/6 outbound) during the PM peak hour. As a point of comparison, trips generated by the previously proposed 33-unit single-family residential subdivision estimated to generate a total of 314 daily vehicle trips including 25 trips (6 inbound/19 outbound) during the AM peak hour and 33 trips (21 inbound/12 outbound) during the PM peak hour. With respect to trip distribution, 43% of vehicle trips associated

with the proposed project are expected to utilize northbound Golf Links Drive, 14% will utilize southbound Golf Links Drive, 14% will utilize Prewitt Drive, and 29% will utilize southbound Silberhorn Drive.

Under Construction Year No Project conditions, the intersection of Silberhorn Drive and Prewitt Drive is projected to operate at acceptable levels of service in the AM peak hour (LOS A) and the PM peak hour (LOS A). However, the intersection of Silberhorn Drive and Golf Links Drive is expected to operate at unacceptable levels of service in both the AM peak hour (E) and the PM peak hour (LOS E) in terms of the left-turn movement from Silberhorn Drive onto Golf Links Drive. Under Construction Year Plus Project conditions, the intersection of Silberhorn Drive and Prewitt Drive is again expected to operate at acceptable levels of service (LOS A) in the AM and PM peak hour. With the addition of project-related trips, the intersection of Silberhorn Drive and Golf Links Drive is projected to operate at an unacceptable level of service in the AM peak hour (LOS F) and in the PM peak hour (LOS E) with respect to the left-turn movement onto Golf Links Drive. In addition, the delay for the eastbound left-turn movement at the aforementioned intersection will increase by approximately 5.1 seconds in the AM peak hour. Installation of a traffic signal at the intersection of Silberhorn Drive and Golf Links Drive would provide acceptable levels of operation for the left-turn movement from Silberhorn Drive onto Golf Links Drive.

Under Cumulative No Project conditions, the intersection of Silberhorn Drive and Prewitt Drive is expected to operate at an acceptable level of service in the AM and PM peak hours (LOS A). The intersection of Silberhorn Drive and Golf Links Drive is anticipated to operate at unacceptable levels of service during both the AM and PM peak hour (LOS F) with respect to the left-turn movement onto Golf Links Drive. Under Cumulative Plus Project conditions, the intersection of Silberhorn Drive and Prewitt Drive is expected to operate at an acceptable level of service in the AM and PM peak hours (LOS A). The intersection of Silberhorn Drive and Golf Links Drive is anticipated to operate at unacceptable levels of service during the AM peak hour (LOS F) and the PM peak hour (LOS F). Installation of a traffic signal at the intersection of Silberhorn Drive and Golf Links Drive would improve the level of service during an acceptable condition during the AM peak hour (LOS B) and the PM peak hour (LOS A) with regard to the left-turn movement from Silberhorn Drive onto Golf Links Drive.

A peak hour signal warrant analysis was performed based on the Cumulative No Project Conditions and Cumulative Plus Project Conditions traffic volumes at the Silberhorn Drive/Golf Links Drive intersection (Fehr & Peers 2015). The PM peak hour level of service meets the warrant for a traffic signal without construction of the project. With the addition of 14 trips during the AM peak hour under the proposed project (less than one percent of the total traffic through the intersection), the AM peak hour will also meet the level of service warrant for a traffic signal. With traffic signal control at the intersection of Golf Links Drive and Silberhorn Drive, the level of service and delay would improve to the acceptable conditions (LOS B in AM and LOS B in PM). To address the project's impact to the level of service at the intersection of Golf Links Drive and Silberhorn Drive, staff recommends that the following measures be implemented (Condition No. 12 and No. 13):

- The owner/applicant shall design, construct and install a traffic signal at the intersection of Golf Links Drive and Silberhorn Drive. The improvement plans for the traffic signal shall be approved by the City prior to approval of a final map for the subdivision. The traffic signal shall be complete and operational prior to issuance of the first building permit for the subdivision.

- The owner/applicant shall enter into a credit/reimbursement agreement with the City for the design, construction and installation of the traffic signal. The credit/reimbursement agreement shall be fully executed prior to approval of a final map for the subdivision. The owner/applicant shall be responsible for their fair share of the cost of the traffic signal as determined by a fair share cost analysis. The fair share analysis shall be prepared by a licensed professional subject to mutual agreement by the owner/applicant and the City and shall be approved by the City.

As shown on the submitted site plan, access to the project site is provided by two new driveways located on Silberhorn Drive, located approximately 480 feet apart. Each of the aforementioned driveways will accommodate two-way vehicle traffic. Internal vehicle circulation for each of the single-family residential clusters is provided a private street that includes a small traffic circle. Pedestrian circulation is facilitated by an existing sidewalk located adjacent to Silberhorn Drive and internal pedestrian pathways that provide connectivity in and around the residential units. The sidewalk connections will provide access from each of the residential clusters to an existing bicycle/pedestrian trail that bisects the project site and provides access to the Humbug-Willow Creek trail system. City staff did not identify any significant concerns in relation to project access or internal circulation. However, to further ensure safe travel for vehicles entering and leaving the project site, staff recommends that the following measures be implemented (Condition No. 44):

- “STOP” sign control and associated pavement markings shall be installed at the exit to each of the two project driveway intersections with Silberhorn Drive to the satisfaction of the Community Development Department.
- Landscape materials located within the clear-vision triangle(s) of each of the two project driveways intersections with Silberhorn Drive shall be planted and maintained in a manner that will not impede the ability of drivers to see oncoming vehicles on Silberhorn Drive.
- Masonry pavers that are stamped or scored, and/or colored paving shall be incorporated at the two driveway entrances/exits on Silberhorn Drive for the purpose of pedestrian safety and visual enhancement. The masonry pavers and/or colored paving shall be a minimum of 20 feet in width and shall be compliant with the Americans with Disabilities Act requirements.

Parking

The proposed project includes development of 16 single-family residential lots within two distinct residential clusters. The Parkway Specific Plan requires single-family residences and cluster homes to provide three parking spaces per unit, one of which is dedicated to guest parking. As shown on the submitted tentative subdivision map, the proposed project meets the minimum parking requirement established by the Specific Plan by providing 48 on-site parking spaces (32 garage parking spaces and 16 on-street parking spaces) whereas 48 on-site parking spaces are required.

Noise

The predominant existing noise sources in the vicinity of the project site are low-level intermittent traffic noise generated by automobiles on adjacent streets (Silberhorn Drive), nearby minor residential streets (Trowbridge Lane, Trowbridge Court), and nearby arterial streets (Golf Links Drive and East Natoma Street). Other existing noise sources include those emanating from Empire Oaks Elementary School and the Humbug-Willow Creek trail system. There are no existing noise sources on the project site.

Potential noise impacts associated with the Parkway Village H1 and H2 Subdivision project can be categorized as those resulting from construction-related activities and those caused by operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the project. Development of the proposed subdivision would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately eight 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, 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. 69 is included to reflect these requirements.

Operational noise generated by the proposed project includes sounds typically associated with residential uses including traffic-related noise, resident-related noise, and landscape maintenance-related noise. With implementation of the project, traffic levels on Silberhorn Drive and adjacent roadways would increase slightly over existing conditions. However, the minimal increase in traffic is not expected to have a significant impact on noise levels in the project area. Noise impacts associated with daily residential activity and landscape maintenance functions are also not expected to have a significant impact on noise levels in the project vicinity. In addition, the proposed project is required to adhere to the City of Folsom's Noise Ordinance, which would result in acceptable levels of noise for both the interior and exterior residential land uses.

Fencing

The applicant is proposing to install a combination of six-foot-tall side yard fencing (wooden fences) and six-foot-tall view fencing in the back yard areas in order to provide a safe and secure environment for the residents of the subdivision. The proposed six-foot-tall side yard fencing and gates will be constructed of wood and stained with natural earth tone color. The proposed six-foot-tall back yard view fencing will be constructed of tubular steel that is painted black. Staff has determined that the location and design of the proposed side yard and back yard fences are complimentary to the architecture and design of the proposed buildings and will add value to the overall appearance of the project site.

Site Lighting

The applicant is proposing to use a combination of building-attached lighting, landscape lighting, and pole-mounted street lights. Decorative wall-mounted lights are proposed to provide illumination for architectural building features and to provide necessary lighting for the pedestrian walkways around the buildings. The proposed free-standing parking street lights are 20 feet in height and have an acorn-style post top design. To minimize potential lighting-related impacts, staff recommends that all exterior building-attached lighting, landscape lighting, and pole-mounted street lighting be shielded and directed downward to minimize glare towards the surrounding properties. In addition, staff also recommends that all lighting be equipped with a timer or photo condenser. Condition No. 23 is included to reflect these requirements.

Existing and Proposed Landscaping

The undeveloped project site, which has previously been cleared, rough-graded, and padded, is vegetated with 39 oak trees, a stand of Fremont cottonwood trees, coyote brush, and a combination of native and non-native grasses including bromes, dogtail grass, wild oat, medusa head, horseweed, and deergrass. The Willow Creek Parkway, which borders the project site to the north, east, and west, consists of a densely-vegetated riparian corridor that includes mature oak trees, Fremont cottonwood trees, California sycamore trees, Himalayan blackberry, poison oak, and willow shrubs. The Natomas Ditch, which runs along the project's southern boundary, is considered Valley Oak Woodland habitat and includes Valley oak trees, Fremont cottonwood trees, bromes, oaks, ryegrass, Italian thistle, poison oak, Himalayan blackberry, toyon, California coffeeberry, and elderberry shrubs.

The applicant submitted a preliminary landscape plan which includes a landscape buffer area that ranges from 15 to 30 feet in width and is located on the western, eastern, and northern side of each of the single-family residential clusters respectively. The landscape buffer area is surrounded by off-site open space areas comprised of native vegetation that will be undisturbed. Proposed landscape improvements include a variety of trees, shrubs, groundcover, and turf. Among the proposed trees are; Coast Live Oak, Chinese Pistache, Yew Pine, Red Maple, Strawberry Tree, and White Crape Myrtle. Proposed shrubs and groundcover include; Lily of the Nile, Boxwood, Fortnight Lily, Heavenly Bamboo, New Zealand Flax, Photinia, Laurel Cherry, Burgundy Carpet, Boston Ivy, Asian Jasmine, and sodded turf. Staff recommends that the proposed landscape plan meet the City shade requirement by providing appropriate shade coverage (40% required) in the parking lot area within fifteen (15) years. In addition, staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 48 is included to reflect these requirements. Staff also recommends that all irrigation watering be required to comply with the water conservation requirements established within the Folsom Municipal Code (FMC, Section 13.26 Water Conservation). Condition No. 79 is included to reflect this requirement.

Grading and Drainage

As mentioned previously within this report, the project site has previously been rough graded in anticipation of development. The preliminary grading plan shows the finished building pads that range from 378 feet to 381 on the western residential cluster and building pads that range from 380 feet to 382 on the eastern residential cluster. The proposed landscape buffer areas located on the northern portion of the project site are designed to utilize a 2:1 slope. No retaining walls are proposed with the subject single-family residential development. Development of the project site is anticipated to require minimal movement of soils and the compaction of said materials. The applicant is required to provide a complete geotechnical report before the design of driveways, drive aisles, parking lot areas, and building foundations are finalized. Condition No. 14 is included to reflect this requirement.

Existing public drainage easements collect stormwater runoff and direct it to adjacent water quality retention basins. An existing 30-foot-wide public drainage easement is located near the southwest portion of the western parcel of the project site, and it carries stormwater from the building pad to an existing water quality retention basin west of the parcel. An abandoned ditch within an existing 30-foot-wide public drainage easement is located near the western portion of the eastern parcel of the project site, and it carries stormwater from the building pad to an existing water quality retention basin northwest of the parcel. Because the site is currently undeveloped, implementation of the project site will result in the addition of new impervious surfaces to the project site. However, this is a normal consequence associated with the development of previously undeveloped parcels of land. The applicant is proposing to direct all stormwater generated by the single-family residential project to the existing water quality retention basins. 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. 28 is included to reflect this requirement. It is important to note that the project site is not located within a 100-year flood plain as identified by the Federal Emergency Management Agency. Accordingly, development of the proposed project will not expose persons to water-related hazards such as flooding.

Biological Resources

The proposed project site consists of 5.44 acres of undeveloped land directly abutting open space and the riparian corridor associated with the Humbug-Willow Creek Parkway. Habitats present on the project site include annual grassland, valley oak woodland, valley foothill riparian, the Natomas Ditch, a drainage swale, an abandoned ditch, and water quality retention basins. To determine the presence or potential for special-status species to occur in the project area, the most current lists of regionally-occurring special status species from the U.S. Fish and Wildlife Service, the California Native Plant Society, and the California Department of Fish and Wildlife California Natural Diversity Database were reviewed. The potential for each regionally-occurring special status species to occur was determined based on the presence of suitable habitat on the project site based on a biological reconnaissance survey conducted on March 7, 2013. Based on the aforementioned analysis, it was determined that the project site represents potential habitat for the Valley elderberry longhorn beetle, the Western Pond Turtle, and White-Tailed Kite.

The biological reconnaissance survey determined that two elderberry shrubs are located on the project site and that seven elderberry shrubs are located within 100 feet of the project site. Elderberry shrubs provide potential habitat for the Valley longhorn elderberry beetle, which is considering a Special Status Species. The applicant’s intent is to remove the two elderberry shrubs located on the project site and to preserve the 7 elderberry shrubs located off-site. To address potential impacts to the elderberry shrubs, staff recommends that the following measures be implemented (Condition No. 54):

- The owner/applicant shall apply for and obtain a USFWS permit to construct within the buffer area and to remove two elderberry shrubs. The following measure will ensure that the applicant provides documentation to the City that said permit has been issued by USFWS:
- Prior to the initiation of any grading or the issuance of any construction or grading permit, the owner/applicant shall obtain all required state and federal permits and provide evidence to the City of Folsom that said permits have been obtained, or that the permit is not required. Specifically, the applicant must provide verification of a USFWS permit for construction within the required 100-foot buffer area of the elderberry bush located at the southwest corner of the site.

or

- The owner/applicant shall transplant shrub and purchase four mitigation units in a mitigation bank.

or

The following avoidance and minimization efforts shall be implemented for construction operations in the vicinity of any elderberry shrubs that would not be removed.

- All areas to be avoided during construction activities, specifically the 100-foot buffer zone around elderberry shrubs, shall be fenced and flagged. In areas where encroachment on the 100-foot buffer has been approved by the USFWS, a minimum setback of at least 20 feet from the dripline of each elderberry shrub shall be provided in most cases. In some cases, construction activity may be required within 20 feet of a shrub. In these cases, fencing shall be placed at the greatest possible distance from the shrubs.
- A worker awareness training program for construction personnel shall be conducted by a qualified biologist prior to beginning construction activities. The program shall inform all construction personnel about the life history and status of the beetle, requirements to avoid damaging the elderberry plants, and the possible penalties for not complying with these requirements. Written documentation of the training shall be submitted to U.S. Fish and Wildlife Service (USFWS) within 30 days of its completion.
- Signage shall be erected every 50 feet along the edge of avoidance areas with the following information: “This area is habitat of the valley elderberry longhorn beetle, a federally-threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.” The signage shall be clearly readable from a distance of 20 feet, and shall be maintained for the duration of construction.
- Pre-construction and post-construction surveys shall be completed for the elderberry shrubs in the project area. Pre-construction surveys shall document compliance with mitigation measures. The post-construction survey shall confirm that there was no additional damage to any of the elderberry shrubs than as described in this document.
- Temporary construction impacts within the buffer area (area within 100 feet of elderberry shrubs) shall be restored. If any portion of the buffer area is temporarily disturbed during construction, it shall be revegetated with native plants and erosion control shall be provided.
- Buffer areas shall continue to be protected after construction from adverse effects of the project. Measures such as fencing, signs, weeding, and trash removal shall be implemented as appropriate.
- No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant shall be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level. All drainage water during and following construction shall be diverted away from the elderberry shrubs.
- A written description of how the buffer areas are to be restored, protected, and maintained after construction is completed shall be provided to USFWS.
- Mowing of grass can occur between July through April to reduce fire hazard, however, no mowing should occur within five feet of elderberry shrub stems. Mowing shall be conducted in such a manner that avoids damaging shrubs.
- Dirt roadways and other areas of disturbed bare ground within 100 feet of elderberry shrubs shall be watered at least twice a day to minimize dust emissions.

The biological reconnaissance survey determined that the Natomas Ditch and water quality retention basins located adjacent to the northern project limits provide potential habitat for the Western Pond Turtle. The Western Pond Turtle is commonly found along ponds, marshes, rivers, streams, and irrigation ditches that typically have a muddy or rocky bottom and support aquatic vegetation. This species requires basking sites such as logs or mats of submergent vegetation. It also prefers habitats with stable banks and open areas to bask in, as well as underwater cover provided by logs, large rocks, bulrushes, or other vegetation. While no Western Pond Turtles were observed in the project area, the project area does provide potential habitat. To address potential impacts to the Western Pond Turtle, staff recommends that the following measures be implemented (Condition No. 55):

- A pre-construction survey shall be conducted for nesting pond turtle by a qualified biologist. If nesting areas for pond turtles are identified within the survey limits, a buffer area determined in coordination with CDFW shall be established between the nesting site (which may be immediately adjacent to wetlands or extend up to 400 feet away from wetland areas in uplands) and the wetland located near the nesting site. The buffer shall be indicated by temporary fencing if construction has or will begin before nesting periods are ended (the period from egg laying to emergence of hatchlings is normally April to November). Any Western Pond Turtles observed in the survey limits shall be reported to the CNDDDB.
- A qualified biological monitor(s) shall be present during dewatering of the canals to relocate any Western Pond Turtles in the canals to suitable habitat up or downstream of the area of disturbance. Prior to dewatering, CDFW shall be notified of the intent to conduct Western Pond Turtle monitoring and potential relocation. Any Western Pond Turtles observed during biological monitoring activities shall be reported to the CNDDDB.

White-Tailed Kites were observed using the project site and adjacent areas during the reconnaissance survey. Potential nesting habitat for the bird occurs adjacent to the project site, in the Humbug-Willow Creek Parkway; however, the bird is not expected to use the project site for nesting. White-Tailed Kite is a common to uncommon, year-long resident in coastal and valley lowlands and is rarely found away from agricultural areas. White-Tailed Kite forages in undisturbed, open grasslands, meadows, farmlands and emergent wetlands. Nests are made of loosely piled sticks and twigs and lined with grass, straw, or rootlets and placed near the top of a dense oak, willow, or other tree stand. To address potential impacts to the White-Tailed Kite and other nesting birds, staff recommends that the following measure be implemented (Condition No. 56):

- If construction activities will occur during the nesting season (usually from March through September), no more than 30 days prior to the initiation of construction, pre-construction surveys for the presence of special-status bird species or any nesting bird species shall be conducted by a qualified biologist on-site and within a 500 foot radius of proposed construction areas, where access is available. If active nests are identified in these areas, construction shall be delayed until the young have fledged, or CDFW shall be consulted to develop measures to avoid the take of active nests prior to the initiation of any construction activities. Avoidance measures may include establishment of a buffer zone using construction fencing, or the postponement of vegetation removal until after the nesting season, or until after a qualified biologist has determined the young have fledged and are independent of the nest site.

Wetlands

ECORP conducted a Wetland Delineation for the proposed project on August 28, 2013 to determine if the project area contained any Waters of the U.S., including wetlands that may be regulated by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act (CWA). The Wetland Delineation identified 0.609-acre of potential waters of the U.S. occurring in the project area including 0.143-acre of seasonal wetland, 0.035-acre of marsh, and 0.431-acre of ditch. Of the jurisdictional waters in the project area, a total of 0.135-acres would be permanently impacted and 0.002 acres would be temporarily impacted. To address potential impacts to jurisdictional waters, staff recommends that the following measures be implemented (Condition No. 57):

- All necessary permits shall be obtained prior to commencement of ground disturbance within jurisdictional waters. Currently, it is anticipated that implementation of the proposed activities would require a CWA Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, and a CWA Section 401 Water Quality Certification from the RWQCB. Impacts to jurisdictional waters will be mitigated in accordance with agency requirements to ensure no net loss of acreage or value to waters of the U.S.
- Construction activities shall be required to follow standard engineering practices that reduce impacts to water quality, including off-site waters adjacent to the project site. The practices include reduction of sediment loading and disturbance as well as other standard Best Management Practices (BMP) for maintaining water quality.
- Vegetation removal shall not exceed the minimum necessary to complete project construction and operations and all native vegetation shall be replaced at a 1:1 ratio or greater.
- Buffers from streams and wetlands shall be delineated by a qualified biologist to provide adequate protection to aquatic resources from construction equipment. No grading or construction activities shall be allowed within these buffers beyond the temporary and/or permanent impact areas identified in the IS/MND. Adequate buffer shall be determined by the qualified biologist as appropriate.
- The placement of stockpiled construction materials, spoils, and/or fill shall be such so that said materials cannot be washed into a stream or wetland.
- Should restoration plans be required as part of the regulatory permitting process, said plans shall include quantifiable performance standards and pertinent information such as the types of vegetation to be planted, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas shall utilize native vegetation to the maximum extent feasible.
- The use of products with plastic monofilament or cross joints in the netting that are bound/stitched (such as those found in straw wattles/fiber rolls, jute netting and some erosion control blankets) which may cause entrapment of wildlife, shall not be used for erosion control purposes. Additionally, any non-biodegradable materials used for erosion control shall be removed upon project completion.

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 by Sierra Nevada Arborists dated August 4, 2012 identified 47 trees on the project site including 39 Valley oaks that are considered protected. The arborist report identified 1 oak tree that should be removed due to poor health. The applicant has indicated that the remainder of the oak trees (38) will be preserved. It is important to note that project site grading and/or construction may result in damage to additional trees that were not anticipated. To ensure preservation and protection of the protected oak trees, staff recommends that the following measures be implemented (Condition Nos. 51, 52, and 53):

- The project is subject to the Tree Preservation Ordinance and any mitigation required as a result of impacts to oak trees. The owner/applicant shall retain a certified arborist for the project. The project arborist will oversee tree removal and the preservation of the trees on site during and after construction. The owner/applicant shall provide funding for this arborist.
- Tree mitigation is required pursuant to the Tree Ordinance and can include replanting of oak trees on the site, paying mitigation fees, or a combination of these two methods. The City Arborist will review the final site improvement plans and determine the precise amount required at that time. Compensatory mitigation off-site consists of one of the following mitigation measures:
 - Payment into the Tree Planting and Replacement Fund of an inch-for-diameter-inch replacement in lieu fee set by City Council resolution; or
 - 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 must be approved by the City council; 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, pursuant to the ratios set forth in the Tree Ordinance.
- The owner/applicant shall place high-visibility orange mesh protective fencing and signing every 50 feet around the Tree Protection Zone of any existing trees on the project site that are identified for preservation pursuant to Folsom Municipal Code Chapter 12.16. The fencing shall remain in place throughout the construction process to assure that the protected trees are not damaged. Placement of the fencing shall be subject to the review and approval of staff prior to the issuance of any improvement, grading, or building permits. Simply protecting the area within the Tree Protection Zone may not always save the tree(s), so other tree protection measures may be required.
- The owner/applicant shall submit a tree permit application for review and approval by the City prior to commencement of any grading or site improvement related activities.

Architecture/Design

As referenced earlier within this report, the applicant did not submit architectural details for the 16 single-family residential lots with the subject development application. The applicant has indicated that once they identify a home builder for the subdivision they will provide specific architectural and design details for the residential lots. As a result, staff recommends that architectural and design details for the 16 single-family residential lots be subject to approval of a Design Review Application by the Planning Commission. Condition No. 61 is included to reflect this requirement.

Inclusionary Housing Ordinance

As specified in the Folsom Municipal Code, Section 17.104.030, 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 is required to provide two (2) inclusionary housing units within the proposed development. However, the Inclusionary Housing Ordinance also provides for use of alternative means by developers to satisfy their inclusionary housing requirement. Alternative means for satisfying the aforementioned requirement include: providing the units off-site; dedicating land for other affordable development projects; acquisition, rehabilitation, and conversion of existing market rate units; conversion of existing market rate units; paying an in-lieu fee, or other methods as approved by the City Council.

As an alternative means to constructing the affordable housing units on the project site, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee payment. The in-lieu fee payment is calculated by multiplying one percent of the lowest priced for-sale residential unit within the proposed subdivision by the total number of for-sale residential units within the proposed subdivision. The in-lieu fee is payable at the time of the building permit on a per-unit basis. Staff recommends that the City Council review and approve an Inclusionary Housing Plan included as Attachment No. 11 to this staff report.

Energy and Water Conservation

The applicant will be subject the California Energy Standards stated in Title 24 of the Uniform Building Code. The exterior building and parking area lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high pressure sodium, or similar) lamps. In addition, conditions of approval have been included that require lighting to be equipped with a timer or photo condenser. Condition No. 23 is included to reflect these requirements.

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. The 2013 Title 24 standards also contain mandatory compliance requirements for building envelope, heating, ventilation, air conditioning (HVAC), water heating, indoor and outdoor lighting, pool and spa systems, and solar readiness for residential development.

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 April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time. Condition No 78 is included to reflect these requirements.

ENVIRONMENTAL REVIEW

Staff has prepared an Initial Study and Mitigated Negative Declaration (Attachment 9) for the project in accordance with the California Environmental Quality Act (CEQA) regulations and determined that with the proposed mitigations, the project will not have a significant effect on the environment. The Mitigated Negative Declaration has been prepared and noticed for public comment on the project, and mitigation measures have been included as Conditions of Approval. To date, the City has received four letters (Central Valley Regional Water Quality Control Board, Sacramento Metropolitan Utility District, California Department of Fish and Wildlife, and Morningside Drive resident) during the Mitigated Negative Declaration public review period that address potential environmental impacts. The aforementioned letters and responses to their comments are included in Attachment 12. Staff had determined that the issues raised in the aforementioned letters have been adequately addressed within the context of the Initial Study and Mitigated Declaration and the individual response letters.

As noted in the background section of this staff report, the size of the proposed single-family residential has been reduced from 33 single-family homes to 16 single-family homes, consistent with the previously-approved 1993 Tentative Subdivision Map. To evaluate whether the proposed changes to the project would have any impacts with respect to the originally prepared Initial Study and Mitigated Negative Declaration, a technical memorandum (Attachment 9) was prepared by Helix Environmental Planning. The technical memorandum concluded that there are no new impacts associated with the revised 16-unit single-family residential project that were not previously identified and mitigated within the original Initial Study and Mitigated Negative Declaration.

ATTACHMENTS

1. Resolution No. 9680 – A Resolution of the City Council to Adopt a Mitigated Negative Declaration and to Approve a Tentative Subdivision Map creating 16 single-family residential lots on the 5.44-acre project site for the Parkway Village H1 and H2 Subdivision Project
2. Vicinity Map
3. Tentative Subdivision Map, dated August 21, 2015
4. Preliminary Site Plan, dated August 21, 2015
5. Preliminary Grading and Drainage Plan, dated August 21, 2015
6. Preliminary Sewer and Water Plan, dated August 21, 2015
7. Preliminary Landscape Plan, dated September 11, 2015
8. Preliminary Access and Circulation Plan, dated August 21, 2015
9. Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program
10. Technical Environmental Memorandum, dated October 9, 2015

11. Inclusionary Housing Plan
12. Mitigated Negative Declaration Comment Letters and Responses
13. Site Photographs
14. Planning Commission Staff Report, dated October 21, 2015
15. Minutes from October 21, 2015 Planning Commission Meeting

RECOMMENDATION /CITY COUNCIL ACTION

Move to adopt Resolution No. 9680 - A Resolution of the City Council to Adopt a Mitigated Negative Declaration and to Approve a Tentative Subdivision Map creating 16 single-family residential lots on the 5.44-acre project site for the Parkway Village H1 and H2 Subdivision Project

Submitted,

DAVID E. MILLER, AICP
Public Works and Community Development Director

Attachment 5
Site Photographs

