

**PLANNING COMMISSION AGENDA**  
**July 20, 2016**  
**CITY COUNCIL CHAMBERS**  
**6:30 p.m.**  
**50 Natoma Street**  
**Folsom, California 95630**

**CALL TO ORDER PLANNING COMMISSION:** Chair Ross Jackson, Vice Chair John Arnaz; Commissioners: Marci Embree, Jennifer Lane, Brian Martell, and Thomas Scott

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

**PLEDGE OF ALLEGIANCE**

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

**MINUTES**

The minutes of June 1, 2016, June 15, 2016 and July 6, 2016 will be presented for approval.

**Oath of Office Administered to Justin Raithe**

**CONTINUED ITEM**

1. **PN 15-162, Cresleigh Ravine and Campus - General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of Adoption of a Mitigated Negative Declaration (Continued from the July 6, 2016 Planning Commission Meeting)**

A Public Hearing to consider a request from Folsom Urban Homes, LLC and Folsom Residences, LLC for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 276-unit mixed residential development near the intersection of Iron Point Road and Willard Drive. The zoning classification for the site is C-3 PD and the General Plan land-use designation is CC. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner,**

**NEW BUSINESS**

**2. PN 15-185, Verizon Wireless “Palladio” Telecommunications Facility Conditional Use Permit and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Verizon Wireless c/o Epic Wireless for approval of a Conditional Use Permit application for the installation of an 80-foot-tall monopalm cellular facility and equipment enclosure located at 204 Palladio Parkway. The zoning designation for the site is C-3 PD (General Commercial, Planned Development District and the General Plan designation is RCC (Regional Commercial). An Initial Study and Mitigated Negative Declaration have been prepared for the project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: Verizon Wireless c/o Epic Wireless)**

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next Planning Commission meeting is scheduled for **August 3, 2016**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2<sup>nd</sup> Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is 355-7222 and FAX number is 355-7274.

**NOTICE REGARDING CHALLENGES TO DECISIONS**

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





CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION MINUTES**  
**June 1, 2016**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

**CALL TO ORDER PLANNING COMMISSION:** Chair Ross Jackson; Vice Chair John Arnaz; Commissioners: Marci Embree, Jennifer Lane, Brian Martell, Thomas Scott

**ABSENT:** Jackson

**CITIZEN COMMUNICATION:** None

**MINUTES:** The minutes of May 18, 2016 were approved as submitted.

**NEW BUSINESS**

**1. PN 16-122, Amended Russell Ranch Large Lot and Small Lot Tentative Subdivision Map in the Folsom Plan Area Specific Plan Area**

A Public Hearing to consider a request by The New Home Company for an amendment to the approved Vesting Large Lot Tentative Subdivision Map to reconfigure the approved 33 large lots and for an amendment to the approved Vesting Small Lot Tentative Subdivision Map to increase the number of small lots in Phase 1 by 24 lots to create a 396 lot phase in the subdivision and to redesign Phase 2 to allow local street connections with the property to the north, otherwise known as Broadstone Estates. The project is located easterly of Placerville Road and south of Highway 50. An Environmental Impact Report was certified for the project pursuant to the California Environmental Quality Act Guidelines (Russell Ranch EIR, SCH # 2014062018), by the Folsom City Council on May 12, 2015. **(Project Planner: Sherri Metzker, Consultant / Applicant: The New Home Company)**

COMMISSIONER SCOTT MOVED TO RECOMMEND THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE VESTING LARGE LOT TENTATIVE SUBDIVISION MAP AS ILLUSTRATED ON ATTACHMENT NO. 2 FOR THE RUSSELL RANCH SUBDIVISION PROJECT WITH CONDITIONS 1 THROUGH 13;

AND

MOVE TO RECOMMEND THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE VESTING SMALL LOT TENTATIVE SUBDIVISION MAP CREATING EIGHT HUNDRED AND

FIFTY TWO (852) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENTS 3 THROUGH 17 FOR THE RUSSELL RANCH SUBDIVISION PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C – E; TENTATIVE SUBDIVISION MAP FINDINGS F –I; SMALL LOT CONDITIONS OF APPROVAL 1 – 197;

COMMISSIONER ARNAZ SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES:	SCOTT, ARNAZ, MARTELL, LANE, EMBREE
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	JACKSON

**REPORTS:**

**Planning Commission/Planning Manager Report:**

None

RESPECTFULLY SUBMITTED,

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Amanda Palmer, SECRETARY

**APPROVED:**

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Ross Jackson, CHAIRMAN



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION MINUTES**  
**June 15, 2016**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

**CALL TO ORDER PLANNING COMMISSION:** Chair Ross Jackson; Vice Chair John Arnaz; Commissioners: Marci Embree, Jennifer Lane, Brian Martell, Thomas Scott

**ABSENT:** None

**CITIZEN COMMUNICATION:** None

**MINUTES:** None

**NEW BUSINESS**

1. **PN 15-162, Cresleigh Ravine and Campus - General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of Adoption of a Mitigated Negative Declaration**

A Public Hearing to consider a request from Folsom Urban Homes, LLC and Folsom Residences, LLC for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 276-unit mixed residential development near the intersection of Iron Point Road and Willard Drive. The zoning classification for the site is C-3 PD and the General Plan land-use designation is CC. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: Folsom Urban Homes, LLC & Folsom Residences, LLC)**

**Meeting adjourned to July 6, 2016, to be held at the Folsom City Council Chambers.**

**REPORTS:**

**Planning Commission/Planning Manager Report:**

None

RESPECTFULLY SUBMITTED,

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Amanda Palmer, SECRETARY

**APPROVED:**

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Ross Jackson, CHAIRMAN



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION MINUTES**  
**July 6, 2016**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

**CALL TO ORDER PLANNING COMMISSION:** Chair Ross Jackson; Vice Chair John Arnaz; Commissioners: Marci Embree, Jennifer Lane, Brian Martell, Thomas Scott

**ABSENT:** None

**CITIZEN COMMUNICATION:** None

**MINUTES:** None

**NEW BUSINESS**

1. **PN 15-162, Cresleigh Ravine and Campus - General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of Adoption of a Mitigated Negative Declaration**

A Public Hearing to consider a request from Folsom Urban Homes, LLC and Folsom Residences, LLC for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 276-unit mixed residential development near the intersection of Iron Point Road and Willard Drive. The zoning classification for the site is C-3 PD and the General Plan land-use designation is CC. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: Folsom Urban Homes, LLC & Folsom Residences, LLC)**

**Meeting adjourned to July 20, 2016, to be held at the Folsom City Council Chambers.**

**REPORTS:**

**Planning Commission/Planning Manager Report:**

None

RESPECTFULLY SUBMITTED,

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Amanda Palmer, SECRETARY

**APPROVED:**

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Ross Jackson, CHAIRMAN

**PLANNING COMMISSION STAFF REPORT**

<b>PROJECT TITLE</b>	Cresleigh Ravine and Campus at Iron Point Mixed Residential Project
<b>PROPOSAL</b>	Request for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 276-unit mixed residential development
<b>RECOMMENDED ACTION</b>	Approve, based upon findings and subject to conditions
<b>OWNER/APPLICANT</b>	Folsom Urban Homes, LLC and Folsom Residences, LLC
<b>LOCATION</b>	The 17.3-acre project site, which consists of two separate parcels bisected by Willard Drive, is located near the intersection of Iron Point Road and Willard Drive
<b>SITE CHARACTERISTICS</b>	The multi-family portion of the project, which is situated on a 10.1-acre parcel at the northeast corner of the intersection of Iron Point Road and Willard Drive, was cleared and graded in 2005 and is characterized by ruderal herbaceous vegetation and disturbed surface soils. The single-family portion of the project, which is located on a 7.2-acre parcel located at the northwest corner of Iron Point Road and Willard Drive, is characterized by scattered dredge tailings which form hills and ravines throughout the parcel. Portions of the parcel are wooded with mature trees and shrubs, while other areas show evidence of more recent grading and scraping and are devoid of mature woody vegetation. Due to previous fill activity, the majority of the parcel is higher in elevation than the surrounding properties.

**GENERAL PLAN DESIGNATION**

CC (Community Commercial)

**ZONING**

C-3 PD (General Commercial, Planned Development District)

**ADJACENT LAND USES/ZONING**

North: Multi-Family Residential Development (R-4-PD) with Commercial Development and Prairie City Road Beyond

South: Iron Point Road with Commercial Development (M-1-PD) and U.S Highway 50 Beyond

East: Commercial Development (C-3 PD) with Prairie City Road Beyond

West: Single-Family Residential Development (R-1-M) with Bayline Circle and Single-Family Residential Development Beyond

**PREVIOUS ACTION**

Approval of a General Plan Amendment, Rezone, Tentative Parcel Map, and Development Agreement by the City Council on March 25, 2003 (PN 03-030)

**FUTURE ACTION**

Issuance of Grading and Building Permits

**APPLICABLE CODES**

FMC 16.00, Subdivisions  
FMC 17.13, Residential, Single-Family Dwelling, Small Lot District  
FMC 17.18, General Apartment District  
FMC 17.38, Planned Development District  
FMC 17.57, Parking Requirements  
FMC 17.59, Signs  
FMC 17.104, Inclusionary Housing  
Subdivision Map Act

**ENVIRONMENTAL REVIEW**

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



## **ATTACHED REFERENCE MATERIAL**

1. Vicinity Map
2. General Plan Amendment Exhibit
3. Rezone Exhibit
4. Preliminary Site Plan (Single-Family), dated July 13, 2016
5. Tentative Subdivision Map (Single-Family), dated July 13, 2016
6. Preliminary Grading and Utility Plan (Single-Family), dated July 13, 2016
7. Preliminary Landscape Plans (Single-Family), dated July 13, 2016
8. Site Cross Section Exhibit (Single-Family)
9. Preliminary Site Details (Single-Family), dated November 5, 2015
10. Preliminary Trash Collection Exhibit (Single-Family), dated March 30, 2015
11. Tree Exhibit (Single-Family), dated May 29, 2015
12. Building Elevations and Floor Plans (Single-Family), dated November 11, 2015
13. Preliminary Site Plan (Apartments), dated November 15, 2015
14. Preliminary Grading and Utility Plans (Apartments), dated June 22, 2016
15. Preliminary Site Details (Apartments), dated November 16, 2015
16. Preliminary Landscape Plans (Apartments), dated November 13, 2015
17. Building Elevations and Floor Plans (Apartments), dated April 16, 2015
18. Building Renderings (Apartments), dated April 16, 2015
19. Clubhouse Elevations and Floor Plans (Apartments), dated April 16, 2015
20. Access and Circulation Plan
21. Inclusionary Housing Plan (Single-Family)
22. Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program
23. Public Comment Letters
24. Response to Comments Regarding Initial Study and Mitigated Negative Declaration
25. Site Photographs

## **PROJECT PLANNER**

Steve Banks, Principal Planner

## **BACKGROUND**

On March 25, 2003, the City Council approved a General Plan Amendment, Rezone, Tentative Parcel Map, and Development Agreement for a 31.1-acre site located near the intersection of Iron Point Road and Willard Drive. The aforementioned approvals included changing the General Plan land use designation for the 31.1-acre site from IND (Industrial/Office Park) to CC (Community Commercial) and changing the zoning designation from M-1 PD (Light Industrial, Planned Development District) to C-3 PD (General Commercial, Planned Development District). The subject 17.4-acre project site is located within the larger 31.1-acre site for which the General Plan Amendment and Rezone were approved by the City Council as noted above.

On July 10, 2014, Cresleigh Homes acquired the two subject parcels (7.2-acre and 10.1-acres in size respectively) from the Intel Corporation. Subsequent to acquiring the subject parcels, the applicant initiated the preliminary process of gathering basic technical information regarding the project site. During the course of conducting a formal land survey of the project site, it was determined by a licensed surveyor that an existing eight-foot-tall chain link fence located in the western portion of the project site adjacent to the Natoma Station Subdivision was not actually positioned on the actual property line. In addition, it was noted by the surveyor that a number of property owners located on Bayline Circle within the Natoma Station Subdivision had constructed backyard improvements (swimming pools, hot tubs, hardscape items, landscaping) on land now owned by Cresleigh Homes

due to the fact that they assumed the existing chain link fence represented their rear property line. Upon uncovering this property-line issue, Cresleigh Homes began an outreach effort with impacted property owners located along Bayline Circle to address the situation. A further discussion of this topic is covered under the Tentative Subdivision Map section of this staff report.

### **APPLICANT'S PROPOSAL**

The applicant, Folsom Urban Homes and Folsom Residences, is requesting approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 276-unit mixed residential development on a 17.3-acre site located near the intersection of Iron Point Road and Willard Drive. A General Plan Amendment is proposed to change the land use designation for a 7.2-acre portion of the project site from CC (Community Commercial) to SFHD (Single Family High Density), while a Rezone is proposed to change the zoning designation from C-3 PD (General Commercial, Planned Development District) to R-1-M PD (Single-Family Small Lot, Planned Development District). A General Plan Amendment is also proposed to change the land use designation for a 10.1-acre portion of the project site from CC (Community Commercial) to MHD (Multi-Family High Density), while a Rezone is proposed to change the zoning designation from C-3 PD (General Commercial, Planned Development District) to R-4 PD (General Apartment, Planned Development District). A Tentative Subdivision Map is proposed to create 46 single-family residential home lots and a private landscape preservation area on the 7.2-acre portion of the site. Lastly, a Planned Development Permit is proposed for development of the aforementioned 46 single-family residential homes on the smaller 7.2-acre portion of the site, as well as 230 multi-family apartment units on the larger 10.1-acre portion of the site, plus site improvements associated with each development.

The single-family portion of the project (known as Cresleigh Ravine), which includes 46 two-story single-family residential units, features three master plans with three separate building elevations. The single-family residential units range from 2,058 square feet (3BR/2BA) to 2,445 square feet (4BR/3BA) in size. Primary vehicle access to the single-family homes is provided by a new driveway located on north side of Willard Drive, with a secondary emergency vehicle access driveway also situated along Willard Drive. Internal circulation is facilitated by a single interior court that accommodates two-way vehicle traffic and also has a cul-de-sac at the southern end to allow turning movements. Pedestrian circulation is promoted by new internal sidewalks that will connect to new sidewalk located adjacent to Willard Drive. The single-family development includes a total of 138 parking spaces including 92 garage parking spaces and 46 surface parking spaces. Site improvements include underground utilities, driveways, drive aisles, sidewalks and walkways, site lighting, and site landscaping. The design of the proposed single-family residences reflects a fairly contemporary architectural style with many high-quality elements.

The multi-family apartment portion of the project (known as Campus at Iron Point), which includes 23 three-story apartment buildings distributed evenly throughout the site, features ten individual apartment units within each apartment building. The apartment community, which include 14 three-bedroom units, 101 two-bedroom units, and 115 one-bedroom units, providing units that range from 800 to 1,350 square feet in size. Primary vehicle access to the apartment community is provided by a new driveway on the south side of Willard Drive, with a secondary gated emergency vehicle access driveway located on Iron Point Road. Internal circulation is facilitated by a private roadway that loops around the project site. Pedestrian circulation is promoted by new internal sidewalks and walkways that will connect an existing sidewalk located along Willard Drive and a new sidewalk located adjacent to Iron Point Road. The apartment community includes a total of

431 on-site parking spaces including 293 surface parking spaces and 138 garage parking spaces (1.84 parking spaces per unit). Site improvements include underground utilities, driveways, drive aisles, sidewalks and walkways, fencing and gates, site lighting, site landscaping, trash/recycling enclosures, and a common recreational facility. In terms of building design, the proposed apartment buildings are modern in appearance and feature angular building forms and shapes.

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

The General Plan land use designation for the project site is CC (Community Commercial), while the zoning classification for the site is C-3 PD (General Commercial, Planned Development District). The applicant is proposing a General Plan Amendment to change the land use designation for a 7.2-acre portion of the project site from CC (Community Commercial) to SFHD (Single Family High Density) and to change the land use designation for a 10.2-acre portion of the site from CC (Community Commercial) to MHD (Multi-Family High Density). The applicant is also proposing a Rezone to change the zoning designation for a 7.2-acre portion of the project site from C-3 PD (General Commercial, Planned Development District) to R-1-M PD (Single Family Small Lot, Planned Development District) and to change the zoning designation for a 10.2-acre portion of the site from C-3 PD (General Commercial, Planned Development District) to R-4 PD (General Apartment, Planned Development District). The proposed Zoning designations correspond with the proposed General Plan designation boundary lines. The project is consistent with both the proposed General Plan land use designations and the proposed Zoning designations for the site, as single-family residential development and multi-family residential development are identified as permitted land uses within their respective proposed zoning districts on this site (Folsom Municipal Code, Section 17.13) and Section 17.18).

As noted in the previous discussion, the proposed General Plan land use designations for the 17.3-acre project site are SFHD (Single Family High Density) and MHD (Multi-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-units per acre and properties assigned with a MHD designation to be developed with a maximum density of 30-units per acre. As shown on the submitted site plan, the single-family portion of the project is being developed at a residential density of 6.4 dwelling units per acre and the multi-family portion of the project site is being developed at a residential density of 22.8 dwelling units per acre. Based on the aforementioned information, staff has determined that the proposed project density is consistent with the residential densities established for properties assigned with an SFHD and MHD land use designation as it does not exceed the maximum residential density of either 6.9 or 30 dwelling units per acre.

### **LAND USE COMPATIBILITY**

As mentioned previously within this report, the 17.3 acre project site is located near the intersection of Iron Point Road and Willard Drive. The 7.2-acre single-family portion of the project site is situated on the north side of Willard Drive, while the 10.1-acre multi-family portion of the project site is positioned in between Willard Drive and Iron Point Road. The project site is bounded by multi-family development (Union Square Condominiums) to the north with commercial development and Prairie City Road beyond, Iron Point Road to the south, with commercial development (Intel Corporation) and U.S. Highway 50 beyond, commercial development (Prairie City Crossing) to the east with Prairie City Road beyond, and single-family residential development (Natoma Station Subdivision) to the west with Bayline Circle and single-family residential development beyond.

As described above, the project site is located within a unique geographic area that includes a mixture of residential and commercial land uses. The areas to the north, east, and west are primarily commercial in nature, while the area to west of the site is dominated by single-family residential development. In terms of compatibility with the nearby single-family residential development, the proposed project has been designed to minimize impacts to nearby residents with respect to site design and architectural building design. In relation to site design, the applicant has positioned the single-family residential portion of the project adjacent to the existing single-family homes within the Natoma Station Subdivision to the west to ensure consistency with respect to land use compatibility. With regard to the architectural design of the proposed single-family residences, the applicant has created a contemporary design theme that utilizes buildings materials and colors that are complimentary to existing single-family homes in the project area

With respect to site design, the applicant has located the multi-family apartment portion of the project further to the south between Willard Drive and Iron Point Road in order to minimize potential impacts to the existing single-family homes within the Natoma Station Subdivision. The multi-family site also serves as a transitional area or buffer between the existing and proposed single-family residential development to the west and the commercial development located to the north, south, and west. In relation to the architectural design of the multi-family apartment buildings, the applicant has crafted a modern design that is intended to compliment the commercial focus of the project area in general while also recognizing the high-tech nature of the Iron Point Road corridor (Intel, Micron, etc.). It should be noted that a number of project-specific impacts (noise, traffic, parking, aesthetics, etc.) were analyzed and are addressed within separate sections of this report.

As noted above, the project site is located in close proximity to the heavy retail-commercial environment associated with development on Iron Point Road and Prairie City Road. In general, high density residential projects are commonly situated within transitional areas that are in close proximity to major transportation nodes and intensive commercial development. In this particular case, the proposed project is situated near both Iron Point Road and Prairie City Road, which provide opportunities to directly access and utilize the Folsom Stage Line bus system, and indirectly access the Sacramento Regional Transit light rail system. In relation to commercial development, the proposed project is located near numerous employment (Intel), educational (Folsom High School), and shopping opportunities (Prairie City Crossing and Folsom Premium Outlets) provided by development along the Iron Point Road and Prairie City Road corridors. Based on the aforementioned information, staff has determined that the proposed project is ideally situated to take advantage of the many opportunities afforded in the vicinity of the project site. In addition, staff has determined that the proposed project is compatible with the surrounding residential and commercial land uses in the project area.

#### **TENTATIVE SUBDIVISION MAP**

The applicant is requesting approval of a Tentative Subdivision Map to subdivide the 7.2-acre portion of the project site located on the west side of Willard Drive into 46 single-family residential lots and to create a private landscape preservation area. The primary access roadway within (Chan Court) the subdivision is proposed to be a public street, with four (4) private drives providing access to private residential I-courts. Staff has included a condition that requires public utility easements for underground facilities on properties adjacent to the streets. In addition, staff recommends that owner/applicant form a Landscape and Lighting Assessment District, a Community Facilities Service District, or a Home Owners Association, which shall be responsible for on-site landscape



maintenance throughout the life of the project. Condition No. 23 is included to reflect this requirement. The proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

In an effort to establish a natural buffer between the project site and the adjacent Natoma Station Subdivision situated to the north, the proposed Tentative Subdivision Map includes the establishment of a private landscape preservation area within the rear yard area of each of the proposed lots (Lots 7-23). The proposed landscape preservation area, which includes a variety of existing shrubs, trees, fencing, and hardscape improvements, varies in width from four feet up to fifty feet. With respect to natural screening features, the landscape preservation area includes approximately 58 trees including blue oak trees, coastal redwood trees, cottonwood trees, foothill pine trees, interior live oak trees, and valley oak trees. The proposed landscape preservation area will allow each individual property owner within the proposed subdivision (Lots 7-23) to install and maintain landscaping and related improvements including irrigation and fencing within the landscape preservation area. In addition, any existing hardscape improvements located within the landscape preservation area will be permitted to remain in place. Staff recommends that each property owner maintain their private landscape preservation area in a reasonable manner to avoid weeds and visual blight in conformance with all applicable City codes. In addition, staff recommends that any other modifications within the landscape preservation area including but not limited to grading improvements, drainage improvements, and landscape removal be subject to review and approval by the Community Development Department. In the event that the property ownership of the private landscape preservation areas change (future lot-line adjustments), the new property owner(s) shall assume full responsibility for maintenance of the landscape preservation area as described above. Condition No. 71 is included to reflect these requirements.

As noted in the background section of this report, the applicant has been working with a number of property owners of the Natoma Station Subdivision (Bayline Circle) for an extended period of time in an effort to address the incorrect location of the existing rear yard chain-link fencing and various encroachments onto the applicant's property. To resolve this issue, it is the applicant's intent is to grant each property owner located on Bayline Circle whose rear yard is adjacent to the subject site any remnant property outside the rear yard fence line of the proposed new project. To achieve this goal, the applicant is proposing to perform a series of boundary line adjustments in the near future in order to relocate the rear property line of the homes located adjacent to the project site on Bayline Circle to the location of the existing rear yard chain-link fence. In processing the future lot-line adjustment applications, City staff will be working closely with the applicant to confirm that the applications are processed sequentially from east (Lot 7) to west (Lot 23) to ensure that no inaccessible land areas are created. In the event a boundary line adjustment is not able to be recorded or processed to the satisfaction of the City Engineer, no subsequent boundary line adjustments for lots next in sequence will be approved by the City.

### **PLANNED DEVELOPMENT PERMIT**

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The applicant's intent, in this particular case, is to provide two products including single-family small lot residences and multi-family apartment units. The small-lot single-family residential product fits into a niche between the single-family, large-lot category and the multi-family category, while the multi-family apartment product fills a space between the single-

family, small-lot category and the multi-family condominium category. In reviewing the applicant's request for approval of a Planned Development Permit, staff considered a variety of factors including existing/proposed development standards, traffic/access/circulation, parking requirements, noise impacts, aesthetic impacts, site lighting, site landscaping, trash/recycling, grading/drainage, and architecture/design.

**Development Standards**

The applicant's intent with the subject application is to create a unique set of development standards that will accommodate development 46 small-lot single family residences on a 7.2-acre parcel and 230 multi-family apartment units on a 10.1-acre parcel. The following table outlines the existing and proposed development standards for the single-family portion (Cresleigh Ravine) of the project:

<b>Cresleigh Ravine Subdivision Development Standards Table</b>							
	<b>Lot Area</b>	<b>Lot Width</b>	<b>Building Coverage</b>	<b>Front Yard Setback</b>	<b>Rear Yard Setback</b>	<b>Side Yard Setbacks</b>	<b>Building Height limit</b>
<b>R-1-M Standard</b>	6,000 s.f.	60 feet	35%	20 feet	20 feet	5 feet and 11 feet	35 feet
<b>Proposed Project</b>	2,465 s.f.	45 feet	60%	10 feet	8 feet	4 feet and 4 feet	35 feet

As shown on the development standards table above, the single-family portion of the proposed project varies from the standards established for the single-family small-lot district (R-1-M) with respect to lot area, lot width, building coverage, front yard setback, rear yard setback, and side yard setbacks. It is important to note that the proposed development standards are similar to those recently established for other small lot residential subdivisions (Addison Place Subdivision, Parkside Subdivision, Turnstone Subdivision, Parkway Lot I Subdivision, Parkway Lot J Subdivision, and the Natoma Valley Subdivision) within the City. Staff has determined that the proposed project meets the intent, purposes, and standards set forth in the Specific Plan District (FMC Section 17.37) and in the Planned Development District (FMC Section 17.38).

The following table outlines the existing and proposed development standards for the multi-family apartment portion (Campus at Iron Point) of the project:

<b>Campus at Iron Point Apartments Development Standards Table</b>							
	<b>Lot Area</b>	<b>Lot Width</b>	<b>Building Coverage</b>	<b>Front Yard Setback</b>	<b>Rear Yard Setback</b>	<b>Side Yard Setbacks</b>	<b>Building Height limit</b>
<b>R-4 Standard</b>	7,500 s.f.	75 feet	60%	20 feet	20 feet	15 feet	50 feet
<b>Proposed Project</b>	439,143 s.f.	960 feet	24.5%	28 feet	21 feet	34 feet	37 feet

As shown on the development standards table above, the proposed project is consistent with the development standards established for R-4 (General Apartment) zoning district in terms of lot area, lot width, building coverage, building setbacks, and building height. As a result, staff has determined that the proposed project meets the intent, purposes, and standards set forth in the General Apartment District (FMC Section 17.18) and in the Planned Development District (FMC Section 17.38).

## **Traffic/Access/Circulation**

### Existing Roadway Network:

Significant roads in the project vicinity include Iron Point Road, Prairie City Road, and Willard Drive. Iron Point Road is an east-west arterial roadway that generally runs parallel to and just north of U.S. Highway 50. In the general vicinity of the project site, Iron Point Road is a four-lane, median-divided road with bike lanes and a 45 MPH speed limit. Prairie City Road is a north-south arterial that extends from White Rock Road south of U.S. Highway 50 to Blue Ravine Road, where its name changes to Sibley Street. Near the project site, Prairie City Road has three southbound vehicular travel lanes and two northbound through lanes (45 MPH speed limit), although it widens to provide a third northbound lane for a short distance just north of Willard Drive. Willard Drive is a generally east-west roadway with a 25 MPH speed limit that loops from Iron Point Road at the Intel campus to Stewart Street at its eastern terminus. Along the project frontage, it has two travel lanes (one in each direction) plus a center left-turn lane and bike lanes, while east of Prairie City Road, it has two lanes with no center left-turn lane or bike lanes.

### Traffic Impacts:

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 January 28, 2016 by MRO Engineers. The traffic study analyzed traffic operations in the vicinity of the project site under five scenarios: Existing Conditions, Construction Year No Project Conditions, Construction Year Plus Project Conditions, Cumulative No Project Conditions, and Cumulative Plus Project Conditions. Potential impacts of the project were evaluated at three street intersections: Iron Point Road/Willard Drive, Iron Point Road/Prairie City Road, and Prairie City Road/Intel East Access Road. Under Existing Conditions, all of the study intersections operate at an acceptable level of service during both the AM and PM Peak Hours. It is important to acknowledge that vehicular queues of 725 to 1,025 feet were observed on the eastbound Willard Drive approach to Prairie City Road between 5:00 p.m. and 5:45 p.m. Given the constraints imposed by right-of-way limitations and the access needs of existing land uses, it is unlikely that this situation can be improved through physical modifications to the existing roadway configuration. Furthermore, because of the traffic demand on the other approaches at the intersection, it is unlikely that the timing of the traffic signal at this intersection could be modified sufficiently to alleviate the queues.

Under Construction Year No Project Conditions, no change in level of service is projected in the AM Peak Hour at any of the three study intersections. Under Construction Year No Project Conditions, the level of service in the PM Peak Hour is expected to decline from LOS C to LOS D at the intersection of Iron Point Road/Prairie City Road. The proposed project is expected to generate a total of 152 vehicle-trips during the weekday AM peak hour (32 inbound and 120 outbound) and 189 during the weekday PM peak hour (121 inbound and 68 outbound). In addition, the proposed project is projected to generate a total of 1,970 daily vehicle trips. Under Construction Year Plus Project Conditions, no change in level of service is projected, and all of the study intersections will operate at an acceptable levels of service during the AM Peak Hour. Under Construction Year Plus Project Conditions, all of the study intersections will operate at an acceptable level of service with the exception of the intersection of Iron Point Road/Prairie City Road (LOS D). However, the project-related delay of 1.4 seconds per vehicle is not considered a significant impact (less than 5.0 seconds).

Under Cumulative No Project Conditions, the intersection of Iron Point Road/Intel East Access Road is projected to fall short of the City's LOS C standard in the AM Peak hour (LOS D). In the PM Peak Hour, all three study intersections are expected to operate at LOS D, thereby failing to conform to the City's LOS C policy. Under Cumulative Plus Project Conditions, no change in level of service is projected at any of the study intersections during the AM or PM Peak Hours (LOS D). At the study intersections that fail to meet the City's LOS C standard, the project-related increase in delay is less than the City's five seconds per vehicle.

Project Access and On-Site Circulation:

As shown on the submitted site plan, two full-access driveways located on opposite sides of Willard Drive are proposed to provide access to both project sites. In addition, emergency-vehicle-only access points are located on Willard Drive to serve the single-family portion of the project and on Iron Point Road to serve the multi-family apartment portion of the project. Entry gates are proposed to secure the multi-family project driveway on Willard Drive, while the single-family project driveway will not have gated access. Internal circulation the single-family portion of the project site is facilitated by a single interior court that accommodates two-way vehicle traffic and also has a cul-de-sac at the southern end to allow turning movements. Pedestrian circulation is promoted by new internal sidewalks that will connect to a new sidewalk located adjacent to Willard Drive. Internal circulation for the multi-family apartment portion of the project site is facilitated by a private roadway that loops around the project site. Pedestrian circulation is promoted by new internal sidewalks and walkways that will connect an existing sidewalk located along Willard Drive and a new sidewalk located adjacent to Iron Point Road.

The traffic study prepared for the proposed project analyzed the operation and configuration of the project access system in terms of: driveway spacing, turn restrictions, sight distance, vehicle queuing, right-turn deceleration lanes or tapers. The study determined that no turn restrictions are required at either of the project driveways and adequate sight distance is available for entering and exiting vehicles. The study has determined that no right-turn lane or taper was recommended at either of the project driveways. In addition, the study determined that adequate throat depth is provided at each project driveway to accommodate vehicle queuing. To further ensure safe travel in and around the project site, staff recommends that the following measures be implemented (Condition No. 57 and No. 120):

- Cresleigh Ravine (Single-Family) Project Driveway
  - STOP-sign control and associated pavement markings and signage shall be employed on the driveway approach to Willard Drive.
  
- Campus at Iron Point (Apartments) Driveway
  - STOP-sign control and associated pavement markings and signage shall be employed on the driveway approach to Willard Drive.
  - The landscape area located to the south of the project driveway shall only include low-growing plant material to ensure that adequate sight-distance is maintained along this particular section of Willard Drive.



- The driveway entry and exit gates shall open inward and be left open during peak morning (7:00 a.m. to 9:00 p.m.) and peak evening (4:00 p.m. to 6:00 p.m.) hours.
- Residents of the apartment community shall be issued remote transmitters to allow them to open the driveway entry gates without needing to stop to enter a code in the keypad at each entrance.

### Traffic Safety Committee

The proposed project was reviewed by the Traffic Safety Committee at its February 25, 2016 meeting. At the aforementioned meeting, the Committee discussed a number of traffic, access, and circulation-related topics associated with the proposed project. The Committee did not make any specific recommendations regarding the project above and beyond those already identified with the Traffic Impact Analysis.

### **Parking**

The single-family portion of the development includes a total of 138 parking spaces including 92 garage parking spaces and 46 surface parking spaces (3.0 parking spaces per unit) while the multi-family portion of the project includes a total of 431 on-site parking spaces including 293 surface parking spaces and 138 garage parking spaces (1.84 parking spaces per unit). The Folsom Municipal Code, Section 17.57.040 requires two off-street parking spaces for each single-family residential unit. In addition, one on-street parking space (guest parking) is required for each single-family residential unit. As proposed, staff has determined that the single-family portion of the project provides sufficient parking by providing 138 parking spaces whereas 138 parking spaces are required.

The Folsom Municipal Code (Section 17.57.040) requires 1.5 parking spaces per unit for multi-family structures and complexes located within the R-4 (General Apartment) zoning district. Utilizing the aforementioned parking ratio, the proposed project includes more than adequate parking by providing 431 parking spaces whereas 345 parking spaces are required. The Design Guidelines for Multi-Family Development (adopted by the City Council in 1998) require multi-family apartment projects to provide 1.5 parking spaces for one bedroom units, 1.75 parking spaces for two bedroom units, 2.0 parking spaces for three bedroom units, and .2 guest parking spaces for each unit within the development. Applying the parking recommendations of the Design Guidelines for Multi-Family Development, the proposed project also includes sufficient parking by providing 431 parking spaces whereas 423 parking spaces are recommended. Based on the aforementioned analysis, staff has determined that the proposed project meets the parking requirements established by the Folsom Municipal Code and the parking recommendations of the Design Guidelines for Multi-Family Development.

### **Noise**

Based on the proximity of the project site to Willard Drive and Iron Point Road as well as nearby commercial development, 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 significant roadways in the project area and commercial activities in the project area, 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 Willard Drive and Iron Point Road, as well as background noises from nearby commercial land uses including the Prairie City Crossing Shopping Center and the Intel Corporation Campus. Persons and activities potentially sensitive to noise in the project vicinity include residents within the Natoma Station Subdivision to the west of the project site and residents of the Union Square condominiums to the north. Potential noise impacts associated with the Cresleigh Ravine and Campus 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 276-unit mixed residential project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 12 to 18 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. 58 and No. 121 are included to reflect these requirements.

The noise environment in the area of the project site is dominated by traffic noise generated by vehicles on Willard Drive and Iron Point Road. Additional noise is also generated to a lesser extent from nearby commercial uses located to the east, north, 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 apartment buildings. The noise analysis determined that the future greatest exterior noise level in the outdoor activity areas associated with the single-family residences would be 59 dBA with inclusion of the proposed six-foot-tall sound barrier along Willard Drive and Iron Point Road, thus complying with the 60 dBA noise level standard established by the City for residential developments. The noise analysis also determined that the future greatest exterior noise level in the ground-level outdoor activity areas associated with the apartment buildings would be 67.1 dBA, thereby exceeding the 60 dBA noise level standard. To address the exterior noise level impacts associated with the apartment portion of the project, staff recommends that the following measures be implemented (Condition No. 122):

- Outdoor noise levels at the patios at Apartment Buildings 1, 17, 18, 19, 20, 21, 22, and 23 shall be reduced to 60 dBA LDN/CNEL or below. Noise reduction for the patios would be accomplished through an on-site noise barrier (sound wall). A 6-foot high sound wall shall be installed along Iron Point Road for the Campus at Iron Point. The sound wall shall follow the entire roadway frontage for the Campus at Iron Point parcel, and extend slightly northward along Willard Drive for approximately 12 feet. An opening in the sound wall to allow for the southeastern driveway into the project is acceptable. The wall shall continue across the two pedestrian access points to Iron Point Road from the project site with the use of a solid 6-foot high gate.

- The sound attenuation fence or wall shall be solid and may be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least one-inch total thickness or have a density of at least 3½ pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic ¾ of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18 gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any door(s) or gate(s) must be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The gate(s) may be of one-inch thick or better wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated doorjamb.

Traffic noise levels were also calculated for the interior spaces within the proposed single-family residences and apartment buildings. The noise analysis determined that the exterior noise levels for the single-family homes and apartment buildings would reach as high as 66.5 dBA and 68.2 dBA respectively, exceeding the City's interior noise level requirement of 45 dBA. Traditional architectural materials are expected to reduce these noise levels by approximately 15 dBA. Based on the projected exterior noise levels, traditional architectural materials would not attenuate the interior level to 45 dBA at all building locations. To address the interior noise level impacts, staff recommends that the following measures be implemented (Condition No. 123):

- Interior building noise levels for the proposed project shall not exceed 45 dBA LDN/CNEL. Once specific building plan information is available, additional exterior-to-interior noise analysis shall be conducted to demonstrate that interior levels at Cresleigh Ravine and Campus at Iron Point do not exceed 45 dBA LDN/CNEL. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site building. If predicted noise levels are found to be in excess of 45 dBA LDN/CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 dBA LDN/CNEL in habitable rooms. Standard measures such as glazing with Sound Transmission Control (STC) ratings from a STC 22 to STC 60, as well as walls with appropriate STC ratings (34 to 60), should be considered.
- Appropriate means of air circulation and provision of fresh air shall be provided to allow windows to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system shall meet the criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code).

Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicles parking, and mechanical equipment associated with the single-family residential and apartment community. Based on the moderate amount of project-generated vehicle trips, vehicle noise exposure (less than 3 dBA increase) would increase only slightly as compared to existing conditions in the project vicinity. There would also only be slight noise increase from activities

occurring in the parking lot areas. To minimize operational noise impacts associated with the operation of the mechanical equipment, staff recommends that roof-mounted mechanical equipment not extend above the height of the parapet walls. In addition, staff recommends that ground-mounted mechanical equipment be shielded by landscaping or trellis-type features. Condition No. 66 is included to reflect these requirements.

### **Walls/Fencing/Gates**

The applicant is proposing to install a series of walls, fences, and entry gates to secure and screen the project site and to minimize potential noise and aesthetic impacts. The perimeter of the single-family portion of the project site adjacent to Iron Point Road and Willard Drive is proposed to be secured by a six-foot-tall masonry wall with stone veneer pilasters, with a six-foot-tall emergency vehicle access gate being positioned on Willard Drive. The western or rear portion of the project site that shares a common boundary with the Natoma Station Subdivision is proposed to be secured with six-foot-tall wood fencing. Two pedestrian access gates are proposed to provide access from the project site to the sidewalk along on north side Willard Drive. The perimeter of the multi-family portion of the project site adjacent is proposed to be secured by a six-foot-tall masonry wall with stone veneer pilasters, with a six-foot-tall vehicle access gate located on Willard Drive and a six-foot-tall emergency vehicle access gate being positioned on Iron Point Road. Five pedestrian access gates are proposed to provide access from the project site to the sidewalk along Willard Drive and Iron Point Road. Staff recommends that the final location, design, height, materials, and colors of the walls, fences, and gates be subject to review and approval by the Community Development Department. Condition No. 60 and No. 125 are included to reflect this requirement.

As described previously within this report, the single-family portion of the project site includes an existing eight-foot-tall chain link fence that is incorrectly located on the subject property. Chain link fences are generally not considered acceptable within the City from a visual or aesthetic perspective. As a result, staff recommends that the existing eight-foot-tall chain link fence be removed. In the event that future boundary line adjustments are approved by the City, a six-foot-tall wood fence shall be constructed by the owner/applicant on the new rear boundary line to the satisfaction of the Community Development Department. In addition, if the future boundary line adjustments are approved, staff recommends that the owner/applicant extend all existing side yard fencing for impacted properties located adjacent to the project site within the Natoma Station Unit No. 5 Subdivision to reflect the new property lines to the satisfaction of the Community Development Department. If future lot-line adjustments do not occur, the owner/applicant shall construct six-foot-tall wood fencing along the rear property line to the satisfaction of the Community Development Department. Condition No. 70 is included to reflect these requirements.

### **Site Lighting**

The applicant is proposing to use a combination of free-standing parking area lights, free-standing street lights, carport lights, landscape and walkway lighting, and building-attached lights. The free-standing parking area lights, which are located within the interior parking areas of the apartment portion of the project, are approximately 16 feet in height and feature a contemporary design. The free-standing street lights are approximately 20 feet in height and also include a contemporary design. The landscape and walkway lights are short (40-inches-tall), ground-mounted fluorescent lights that provide illumination for the walkways and landscape areas throughout the project site. The building attached lighting includes decorative light fixtures mounted along the front and rear of the single-family residences and the individual apartment buildings. To minimize potential lighting-related impacts, staff recommends that all free-standing parking area lights, free-standing



street lights, landscape and walkway lights, and building attached lights be screened, shielded, and directed downward to minimize glare towards the surrounding properties. In addition, staff recommends that the final design of all exterior lighting be subject to review and approval by the Community Development Department. Condition No. 25 and No. 97 are included to reflect these requirements.

### **Signage**

The proposed project includes two monument signs that will be located within the landscape areas at each of the project driveways on Willard Drive respectively. The applicant has not provided specific details regarding the location, design, color, and materials of the proposed monuments signs. To ensure that the proposed monument signs are architecturally compatible with the proposed buildings, staff recommends that the final design, color, and materials of the two monument signs be subject to review and approval by the Community Development Department. In addition, staff recommends that the two monument signs be subject to the requirements of the Folsom Municipal Code (FMC, Section 17.59) with respect to sign location, sign height, and sign area. Condition No. 61 and No. 127 are included to reflect these requirements.

### **Mechanical Equipment**

The proposed plans do not identify the proposed location for mechanical and utility equipment, such as transformers, electric and gas meters and junction boxes. Staff recommends all mechanical and utility equipment for all units be screened from view of public streets, neighboring properties and nearby higher buildings. Condition No. 59-5 is included to reflect this requirement.

### **Trash/Recycling**

The applicant has provided a trash/recycling collection exhibit for the single-family portion of the project which identifies the specific collection locations for individual trash and recycling containers. Staff recommends that signs be installed adjacent to the trash/recycling collection areas identifying the days and hours that these parking spaces will be utilized for trash/recycling collection. In addition, staff recommends that the final trash/recycling collection plan be subject to review and approval by the Community Development Department. Condition No. 69 is included to reflect these requirements.

With regard to the multi-family portion of the project, the applicant is proposing to provide four trash and recycling enclosures that are dispersed equally throughout the site to accommodate all residents. Staff recommends that the final location, design, materials, and colors of the trash/recycling enclosures be subject to review and approval by the Community Development Department. Condition No. 126 is included to reflect these requirements.

### **Schools**

Representatives of the Folsom-Cordova Unified School District have concluded the proposed project is anticipated to generate 103 (K-12) students. Students from the proposed project will attend Natoma Station Elementary School, Sutter Middle School, and Folsom High School. The school district had indicated that the aforementioned schools will accommodate the students generated from this project. The following table details the student generation associated with the proposed project:

	Single-Family Units	Pupils Generated	Multi-Family Units	Pupils Generated	Total Pupils Generated
<b>K-5</b>	46	16	230	32	55
<b>6-8</b>	46	5	230	16	28
<b>10-12</b>	46	8	230	18	24
<b>SPED</b>	46	1	230	7	
<b>Totals</b>		<b>30</b>		<b>73</b>	<b>103</b>

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

The State of California (Government Code Section 65995) establishes the maximum fee that a school district can impose on residential development or construction to address the impacts associated with an increase in student population. In the specific case of the Folsom Cordova Unified School District, the established residential impact fee is approximately \$6.50 per square foot. Based on the aforementioned impact fee, the District expects to generate approximately \$2,242,500 (\$8,128 per unit) in revenue from the proposed project. It is critical to note that, under state law, the City is prohibited from denying or refusing to approve a residential subdivision based on the adequacy of the existing school facilities.

### **Existing and Proposed Landscaping**

The 10.1-acre multi-family portion of the project site, which was mass graded in 2005, is currently characterized by ruderal herbaceous vegetation and disturbed surface soils and contains no trees. The applicant is proposing to mass grade this portion of the project site, resulting in the removal all existing vegetation. The 7.2-acre single-family portion of the project site, which is impacted by dredge tailings and associated hills which were deposited and formed between 1922 and 1944, is vegetated with a mix of ruderal herbaceous understory and native woody shrubs and trees. There are a total of 188 trees within this portion of the project site including mature foothill pines, interior live oaks, blue oaks, willow, cottonwood, and redwood trees. 58 of the aforementioned trees will be preserved, while 130 trees are proposed to be removed due to mass grading activities. With regard to oak trees, there are a total of 49 native oak trees located on the site, 30 of which are proposed to be removed. It is important to note that the applicant is proposing to retain some existing vegetation through establishment of a landscape preservation area along the northern project boundary. The landscape preservation area includes approximately 58 trees including blue oak trees, coastal redwood trees, cottonwood trees, foothill pine trees, interior live oak trees, and valley oak trees.

As described above, the 7.2-acre portion of the project site has been significantly impacted by historic mining activity. The aforementioned mining activity not only created an uneven topography, but resulted in fine sediment materials also known as slickens being deposited throughout the project site. In order to remove slickens and create a soil base that is suitable for development, the project site must be over excavated and compacted with fill material. Unfortunately, the process of over excavating the project site makes it infeasible to retain the existing vegetation and trees within a majority of the project area. The exception is the proposed landscape preservation area where approximately 58 trees will be preserved.

As noted previously, there are a total of 49 native oak trees located on the project site, 30 of which are slated for removal (aggregate stem diameter of 433 inches). Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, regulates the cutting or modification of specified trees. In this particular case, the applicant is proposing to remove 30 of the 49 oak trees located on the project site. To mitigate the impact of losing 30 protected oak trees, staff recommends that the following measures be implemented (Condition No. 41):

- The owner/applicant shall obtain a Tree Permit from the City of Folsom Community Development Department prior to grading and construction activities that will allow removal of native oak trees and comply with all requirements of the Tree Permit. The City Arborist shall review the Tree Permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time. Compensatory mitigation shall consist of one of the following:
  - Payment into the Tree Planting and Replacement Fund of an inch-for-diameter inch replacement in lieu fee set by City Council resolution;
  - Dedication of property for the purpose of planting trees based on the following ratio: 1 diameter inch = 0.004 acre of land (175 square feet) – the minimum area of dedication for such property shall be five acres of land, unless the property is contiguous to existing or planned open space, in which case the minimum dedication is one acre of land; off-site mitigation of this type shall be approved by the City \ Council; or
  - Planting of trees on either public property, property with a conservation easement, and/or on property with an irrevocable offer of dedication to the City, pursuant to the ratios set forth in the Tree Ordinance.

The proposed project includes a 30-foot-wide landscape buffer along all street frontages (Iron Point Road and Willard Drive for both site) as well as interior landscape improvements. Proposed landscaping includes a variety of trees, shrubs, and groundcover. The proposed shade and accent trees include Aleppo Pine, Bay Leaf, Chinese Elm, Crape Myrtle, Eastern Redbud, Japanese Maple, and Valley Oak. Proposed landscape improvements include drought-tolerant plant materials including shrubs and groundcover. Proposed shrubs and groundcover will consist of Adagio Eulalia Grass, Bank Catclaw, Boston Ivy, Carpet Manzanita, Dwarf Maiden Grass, Feather Reed Grass, Heavenly Bamboo, Indian Hawthorn, and Trailing Myoporum. Staff recommends that the final landscape plan be subject to review and approval by the Community Development Department. Condition No. 45 is included to reflect this requirement.

The concepts of hydro-zoning, or using materials that are compatible in their water use requirements together within the same irrigation zones, are to be applied with all planting and irrigation design. All proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. All irrigation watering will be required to comply with the water conservation requirements established within the Folsom Municipal Code (FMC, Chapter 13.26 Water Conservation) and shall comply with all state water conservation regulations including the Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.

In addition, all landscaping and irrigation will be required to comply with the City's Model Water Efficiency Landscape Ordinance. Condition No. 41 and No. 104 are included to reflect these requirements.

### **Grading and Drainage**

As noted earlier within this report, the 10.1-acre multi-family portion of the project site was cleared and mass graded in 2005 and has a topography that is relatively flat. As shown on the submitted grading plans, the proposed building pad elevations for the apartment buildings range from 275 to 277 feet above sea level. The 7.2-acre single-family portion of the project site is characterized by scattered dredge tailings which form hills and ravines throughout the parcel. Due to previous mining and fill activity, the majority of this parcel is higher in elevation than the surrounding properties (requires over excavation to address slickens). As shown on the submitted grading plans, the proposed building pad elevations of the single-family homes range from 273 to 282 feet above sea level. A number of short retaining walls that range from 1-4 feet in height are proposed at various locations within the single-family parcel. In addition, a 2:1 slope is proposed to be constructed along portions of the western project boundary adjacent to the landscape preservation area. Development of the project site is anticipated to require moderate movement of soils and the compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of interior road, parking lot areas, and building foundations are finalized. Condition No. 12 and No. 83 are included to reflect this requirement.

The submitted grading and utility plan indicates that a majority of the project site will be designed to drain stormwater runoff towards Willard Drive (the exception being the landscape preservation area at the rear of the project site). Public storm drainage facilities are provided within Willard Drive and Iron Point Road to accommodate runoff for the surrounding residential uses, although no infrastructure currently exists within the project site. The nearest storm drainage infrastructure is located adjacent to the site, within the Willard Drive and Iron Point Road right-of-way. Stormwater quality treatment facilities are required to be incorporated into the site design and connected to the existing City storm drains. 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. 36 and No. 99 are included to reflect this requirement.

### **Architecture and Design**

The proposed project includes development of 276-unit mixed residential community on a 17.3-acre site near the intersection of Iron Point Road and Willard Drive. The single-family portion of the project (known as Cresleigh Ravine), which includes 46 single-family residential units, features three, two-story master plans with three different building elevations ranging in size from 2,058 square feet (3BR/2BA) to 2,445 square feet (4BR/3BA). Each of the three master plans associated with the single-family homes will have three distinct building elevations (Spanish, Cottage, and Rural Italian) and nine varied color schemes. The design of the proposed single-family residences reflects a fairly contemporary architectural style with many high-quality elements. Proposed building materials include stucco, fiber cement lap siding, stone and brick veneer accents, stucco trim, enhanced window and door sills, decorative railing, metal sectional garage doors, and concrete roof tiles. Primary colors are generally earth tone with richer trim and accent colors.



The multi-family apartment portion of the project (known as Campus at Iron Point) includes 230 individual apartment units evenly spread among 23, three-story apartment buildings (ten units per building). The apartment community features two master plans with two different color schemes. The apartment community, which includes 14 three-bedroom units, 101 two-bedroom units, and 115 one-bedroom units, contains individual units that range from 800 to 1,350 square feet in size. The design of the proposed apartment buildings can best be characterized as modern in terms of visual appearance with angular building forms and shapes. Proposed building materials include stucco, fiber cement lap siding, fiber cement panel siding, metal trellis panels, metal shade canopies, tube steel railings, metal stairs, wood-framed decking, steel sectional garage doors, and single-ply roofing. Primary colors are generally earth tone with richer trim and accent colors. The proposed project is not located within an area that has established design guidelines. As a result, staff considered design parameters that have been established previously for other high quality residential developments within the City including Natoma Station, Broadstone, Empire Ranch, the Parkway, Prairie Oaks, and Willow Springs. The aforementioned design guidelines include a variety of recommendations for residential land uses including:

- The architectural design of buildings should consider the site, relationship to other structures, and climatic orientation.
- Strong variations of traditional architecture, massing, and form which create texture and shadow should be a major consideration.
- Openings in buildings should be accentuated architecturally through indentation, framing, and roof variations.
- Buildings with long uninterrupted exterior walls should be avoided. Walls should have varied forms to create shadows which soften the architecture.
- Buildings should be articulated with balconies, dormers, gables, porches, varied setbacks, and staggered roof planes to break up the visual massing of building facades.
- Natural materials such as stone, masonry, wood, and patterned concrete should be used as building materials.
- Finish colors of general wall areas should be of natural earth tones or variations of these tones. Limited accent colors of compatible schemes may be used for trim, window areas, balconies, and doors.

In reviewing the architecture and design of the proposed single-family portion of the project, staff determined that, in general, the design of the three proposed master plans accurately reflect the intent of the various design guidelines that staff considered in reviewing this specific subdivision. The three master plans have a variety of unique architectural elements that will facilitate an interesting streetscape scene including: varied roof shapes and forms, covered front entries, stone veneer accents, altered window sizes and shapes, and various decorative elements. Common building and design elements among the master plans include: similar height (all units are two stories tall and approximately 32 feet in height), stucco as the primary building material, concrete tile roofs, enhanced window trim, and sectional garage doors. The proposed building materials

(stucco, fiber cement lap siding, brick and stone veneer, and concrete roof tiles) are consistent with the materials recommended within the various design guidelines staff reviewed. In addition, the proposed project includes nine distinct (earth-tone) color schemes which will enhance the visual interest of each of the master plans.

As mentioned previously, staff has determined that the design of the master plans is generally consistent with the numerous design guidelines that were considered. However, given the reduced rear yard setbacks of eight feet being proposed by the applicant, staff has determined that enhanced rear building elevations are necessary to increase the level of visual interest while also minimizing potential aesthetic impacts to the existing single-family residential neighborhood to the north (Natoma Station Subdivision) and the existing multi-family condominium development (Union Square Condominiums) to the east. To address this concern, staff recommends that additional architectural details (belly band, window shutters, trim elements corbels, rafters, etc.) are added to the rear building elevations on all three master plans to the satisfaction of the Community Development Department. It is staff's intent in crafting the aforementioned recommendation to allow the applicant the flexibility and creativity to address the concern in a variety of methods as listed above. In addition, in order to further differentiate the design of the three master plans, staff also recommends that each of the three master plans be modified to include a different garage door design that is not identical to the other master plans. Staff forwards the following design recommendations for the single-family portion (Cresleigh Ravine) of the project to the Commission for consideration:

1. This approval is for three, two-story master plans (three building elevations) for the Cresleigh Ravine Subdivision. The applicant shall submit building plans that comply with this approval, the attached building elevations dated November 11, 2015.
2. The design, materials, and colors of the proposed Cresleigh Ravine Subdivision single-family residential units shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department
3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same elevation style, side-by-side, or across the street from each other.
4. Additional architectural details ((belly band, window shutters, trim elements corbels, rafters, etc.) shall be added to the rear building elevations on all three master plans to the satisfaction of the Community Development Department).
5. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.
6. Decorative light fixtures shall be added to the front and rear building elevation of each master plan to the satisfaction of the Community Development Department.
7. A total of three unique garage door designs shall be provided for the master plans to the satisfaction of the Community Development Department.

8. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances.
9. A minimum of two trees (one street tree and one accent tree) shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

These recommendations are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 59).

Upon initial review of the architecture and design of the proposed multi-family apartment portion of the project, staff expressed concern to the project applicant regarding the compatibility of the modern apartment design with the surrounding development. In meeting with the applicant, Cresleigh Homes indicated that had conducted numerous focus groups with the local business community (including Intel Corporation) to examine what type of development was most desirable in the project area. The results of this outreach effort indicated that there was a strong demand for residential rental units in the project area. In terms of product design, the outreach effort uncovered that there was support for a modern design concept that reflected the high technology nature of businesses located along the Iron Point Road corridor. The culmination of these efforts was that the applicant made the decision to move forward in creating an apartment design that reflected a modern design concept as illustrated in the submitted plans.

In reviewing the architecture and design of the proposed apartment buildings, City staff determined that the applicant incorporated some of the of the essential design elements recommended by the various design guidelines taken under consideration including varied building shapes and forms, prominent roof overhangs, cantilevered building facades, and the prominent use of porches and balconies. In terms of building materials, staff determined that the proposed project utilizes materials commonly found in multi-family residential development including stucco, fiber cement lap siding, brick and stone veneer, and concrete roof tiles. With regard to the proposed color scheme, staff determined that the proposed color scheme utilizes primary colors (tan, and gray) that are earth tone and complimentary colors (yellow and green) that are more vibrant, which is consistent with typical design guidelines.

When evaluating the architecture and design of the proposed apartment buildings, staff also took into consideration the compatibility of the proposed project relative to the surrounding residential and commercial development. With regard to residential development, the closest residential developments in relation to the apartment site are the Union Square Condominiums (built in 2007) located approximately 75 feet to the north across Willard Drive and the Natoma Station Subdivision (built in early 1990's) located approximately 425 feet to the west across Willard Drive. The 38 two-story condominium buildings within the Union Square Condominium project feature a contemporary design, building materials, and colors. The single-family homes located within the Natoma Station Subdivision also feature a contemporary design, building materials, and colors that are fairly similar to the proposed single family homes within the Cresleigh Ravine Subdivision. While the architecture and design of the proposed apartment buildings in not necessarily compatible with existing residential units in the project area, the location and orientation of the apartment community adjacent to Iron Point Road minimize these visual differences.

In terms of commercial development, the proposed apartment community is bounded by Willard Drive to the north with the Folsom Corner's Shopping Center Beyond, Iron Point Road to the south with the Intel Corporation and U.S. Highway 50 beyond, the Prairie City Crossing Shopping Center to the east with Prairie City Road beyond, and professional office development further to the west. The Folsom Corner's Shopping Center and the Prairie City Crossing Shopping Center both feature a mixture of large commercial buildings with a "California Spanish" design theme. The Intel Campus features seven large professional office buildings (two to four-stories tall) featuring a relatively modern design theme. Other office developments in close proximity to the project site along the Iron Point Road corridor are also fairly modern in terms of building design, materials, and colors. As described above, the proposed apartment project has more in common from a design perspective with the professional office development situated to the east, west, and south of the project site than with the retail commercial development located to the north and east of the project site. Given the prominent location of the apartment site directly adjacent to the Iron Point Road corridor and considering the modern architecture and design of existing commercial office development within the project area, staff is supportive of the modern architecture and design of the proposed apartments. Staff forwards the following design recommendations for the multi-family apartment portion (Campus at Iron Point) of the project to the Commission for consideration:

1. This approval is for two, three-story master plans for the Campus at Iron Point Apartment Community. The applicant shall submit building plans that comply with this approval, the attached building elevations and color renderings dated April 16, 2015.
2. The design, materials, and colors of the proposed Campus at Iron Point Apartment Community shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department
3. All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings.
4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.
5. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the apartment buildings.
6. A total of two unique garage door designs shall be provided for the master plans to the satisfaction of the Community Development Department.
7. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances.
8. The final design, material, and colors for the retaining walls shall be subject to review and approval by the Community Development Department.

These recommendations are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 124).



## **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 for-sale units in the project, including very-low income units equal to three (3) percent of the market rate units within the subdivision and low-income units equal to seven (7) percent of the market rate units. In this particular case, the applicant would be required to provide five inclusionary housing units within the single-family portion of 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; conversion of existing market rate units; paying an in-lieu fee, or other methods as approved by the City Council.

As an alternative means to constructing the affordable housing units on the single-family portion of the project site, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee payment. 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 Community Development Department. Condition No. 24 is included to reflect this requirement.

## **ENERGY AND WATER CONSERVATION**

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

In an effort to address water conservation, the proposed project includes a number of measures aimed at reducing on-site water usage. As discussed within the Landscape section of this staff report, the proposed project has been designed to achieve an overall water efficient landscape rating utilizing primarily low water use plant materials. The concepts of utilizing plant materials that are compatible in their water use requirements together within the same irrigation zones are to be applied with all planting and irrigation design. In addition, all proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. To further ensure water conservation is being achieved, the proposed project is required to comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time. Condition No 67 and No. 133 are included to reflect these requirements.

## **PUBLIC OUTREACH**

In an effort to inform and educate neighbors and residents regarding the specific details of the proposed project, the applicant conducted a number of public outreach activities including a project site walk on May 14, 2016 and a neighborhood outreach meeting on June 22, 2016. The aforementioned neighborhood meeting, which was attended by approximately 25 residents of the Natoma Station Subdivision and the Union Square Condominium community, generated a significant amount of interest. A number of residents in attendance expressed their full support of the proposed project. Listed below is a representative sample of the type of comments that were made supporting the proposed development:

- Residential nature of project is compatible with existing development in project area
- Support residential development on the site over commercial development
- Project will correct existing boundary line concerns
- Preservation of existing trees along western project boundary will provide natural buffer
- Existing drainage situation will be improved with development of proposed project
- Project will provide economic benefit to surrounding commercial development

At the aforementioned neighborhood outreach meeting, a number of residents also expressed concern regarding the proposed project, primarily in relation to development of the single-family portion of the project site. It is also important to note that over the course of the past year, City staff has been in contact with a number of residents who have expressed concern regarding the proposed project. Shown below is a representative sample of the types of comments City staff has received expressing concern over the proposed project:

- Concern regarding loss of trees on the project site
- Concern about alteration of the natural “urban forest” setting of the site
- Concern about lack of buffer area between project site and existing residential development
- Desire for a greenbelt between project site and existing single-family homes
- Concern regarding impact to potential wildlife habitat
- Concern about potential drainage impacts
- Concern regarding aesthetic impacts associated with loss of trees
- Concern with creation of a “no man’s land” where homeless can congregate
- Concern regarding impact to views from surrounding areas
- Concern regarding lack of park amenities on single-family site
- Concern regarding limited rear yard setbacks of proposed single-family homes
- General concerns regarding traffic in the project area

A majority of the concerns listed above have been addressed within the context of this various sections of this staff report. Based on staff’s interaction with residents, the most pressing concern appears to be the desire to ensure that there is some type of visual buffer between the existing single-family residences within the Natoma Station Subdivision and the project site. While the applicant is not proposing to create a designated greenbelt along the western project boundary, they are addressing the concern regarding the visual buffer through other means. Specifically, the applicant is proposing to leave all existing landscaping (including trees) located between the existing chain link fence and the property line to the west in place through establishment of a landscape preservation area, thus maintaining a portion of the existing natural buffer. In addition,

the applicant is proposing to grant a significant amount of property located along the western boundary (includes landscape preservation area) to residents of the Natoma Station Subdivision through a lot-line adjustment process, thus increasing the setback distance between the existing single-family homes and the project site. Staff has determined that the combination of retaining existing landscaping through a landscape preservation area and increasing the relative setback distance will provide for an adequate visual buffer between the Natoma Station Subdivision and the proposed project site.

Residents also expressed concern regarding the loss of trees on the project site. City staff takes these comments very seriously and is committed to the preservation of significant trees within the City. As noted in the arborist report, there are a total of 148 trees located on the project site including 30 “protected” oak trees. Unfortunately, a majority of these trees are located within the central portion of the project site where historic mining activity has occurred. As noted earlier within this report, the historic mining activities, including dredging and deposit of slickens, have resulted in the creation of topography that includes many depressions and changes in elevation on the project site. Based on the existing site conditions, the applicant will be required to over excavate the project site and compact with fill in order to create a ground base that meets building code requirements for construction of structures. As a result, staff has determined that is not feasible to preserve a majority of the trees located on the project site including the protected oak trees. It is important to note that the applicant will be required to mitigate for the loss of the protected oaks trees consistent with the City’s Tree Preservation Ordinance, Chapter 12.16 of the Folsom Municipal Code. Condition No. 41 is included to reflect these requirements. The landscape section of this staff reports includes a detailed discussion of this topic.

#### **ENVIRONMENTAL REVIEW**

Staff has prepared an Initial Study and Mitigated Negative Declaration (Attachment 23) 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. City staff received three comment letters from public agencies (Central Valley Regional Water Quality Control Board, Sacramento Metropolitan Utility District, and Sierra Club) regarding the Initial Study and Mitigated Negative Declaration. The aforementioned letters and responses are included as Attachments 23 and 24 to this staff report. To date, no other written comments have been received from the public during the Mitigated Negative Declaration public review period.

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

MOVE TO RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162) PER ATTACHMENT 22;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE DESIGNATION FOR A 7.2-ACRE PORTION OF THE PROJECT SITE (APN NO. 072-0010-109) FROM CC (COMMUNITY COMMERCIAL) TO SFHD (SINGLE FAMILY HIGH DENSITY) AND TO CHANGE THE LAND USE DESIGNATION FOR A 10.1-ACRE PORTION OF THE PROJECT SITE (APN NO. 072-0010-110) FROM CC (COMMUNITY COMMERCIAL) TO MHD (MULTI-FAMILY HIGH DENSITY) AS ILLUSTRATED ON ATTACHMENT 2 FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE REZONE TO CHANGE THE ZONING DESIGNATION FOR A 7.2-ACRE PORTION OF THE PROJECT SITE (APN NO. 072-0010-109) FROM C-3 PD (GENERAL COMMERCIAL, PLANNED DEVELOPMENT DISTRICT) TO R-1-M PD (SINGLE FAMILY SMALL LOT, PLANNED DEVELOPMENT DISTRICT) AND TO CHANGE THE ZONING DESIGNATION FOR A 10.1-ACRE PORTION OF THE PROJECT SITE (APN NO. 072-0010-110) FROM C-3 PD (GENERAL COMMERCIAL, PLANNED DEVELOPMENT DISTRICT) TO R-4 PD (GENERAL APARTMENT, PLANNED DEVELOPMENT DISTRICT) AS ILLUSTRATED ON ATTACHMENT 3 FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE TENTATIVE SUBDIVISION MAP CREATING FORTY-SIX (46) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 5 FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT OF A TWO HUNDRED AND SEVENTY-SIX (276) UNIT MIXED RESIDENTIAL COMMUNITY INCLUDING FORTY-SIX (46) SINGLE-FAMILY RESIDENTIAL UNITS AND TWO HUNDRED AND THIRTY (230) MULTI-FAMILY APARTMENT UNITS AS ILLUSTRATED ON ATTACHMENTS 4 THROUGH 21 FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS (NO. 1-134).

**GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT, INCLUDING THE PROPOSED GENERAL PLAN AMENDMENT AND PROPOSED REZONE, IS CONSISTENT WITH THE GENERAL PLAN AND ZONING CODE OF THE CITY.



### **CEQA FINDINGS**

- C. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.
- D. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION BEFORE MAKING A DECISION REGARDING THE PROJECT.
- E. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- F. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.
- G. ON THE BASIS OF THE WHOLE RECORD, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.

### **GENERAL PLAN AND REZONE FINDING**

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

### **TENTATIVE SUBDIVISION MAP FINDINGS**

- I. THE PROPOSED TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- J. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPES OF DEVELOPMENT.
- L. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITIES OF DEVELOPMENT
- M. AS CONDITIONED, THE DESIGN OF THE TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIAL AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

- N. THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- O. THE DESIGN OF THE SUBDIVISION AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- P. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965.

**PLANNED DEVELOPMENT PERMIT FINDINGS**

- Q. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.
- R. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- S. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- T. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE AND THE PROJECT ADEQUATELY PROVIDES FOR THE FURNISHING OF SUCH FACILITIES.
- U. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.
- V. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS.
- W. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.
- X. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

Submitted,



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

**CONDITIONS**

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

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

**CONDITIONS OF APPROVAL FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162)  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT  
WILLARD DRIVE AND IRON POINT ROAD (SINGLE-FAMILY PORTION)**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.	<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• General Plan Amendment Exhibit</li> <li>• Rezone Exhibit</li> <li>• Preliminary Site Plan (Single-Family), dated July 13, 2016</li> <li>• Tentative Subdivision Map (Single-Family), dated July 13, 2016</li> <li>• Preliminary Grading and Utility Plan (Single-Family), dated July 13, 2016</li> <li>• Preliminary Landscape Plans (Single-Family), dated July 13, 2016</li> <li>• Site Cross Section Exhibit (Single-Family)</li> <li>• Preliminary Site Details (Single-Family), dated November 5, 2015</li> <li>• Preliminary Trash Collection Exhibit (Single-Family), dated March 30, 2015</li> <li>• Tree Exhibit (Single-Family), dated May 29, 2015</li> <li>• Building Elevations and Floor Plans (Single-Family), dated November 11, 2015</li> <li>• Access and Circulation Plan (Single-Family)</li> <li>• Inclusionary Housing Plan (Single-Family)</li> </ul>	B	CD (P)(E)
2.	<p>The General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit are approved for the development of a 276-unit mixed residential project (Cresleigh Ravine and Campus). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval. Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	I, B	CD (P)(E)(B)

**CONDITIONS OF APPROVAL FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162)  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT  
WILLARD DRIVE AND IRON POINT ROAD (SINGLE-FAMILY PORTION)**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
3.		<p>The project approvals granted under this staff report (Tentative Subdivision Map and Planned Development Permit) shall remain in effect for two years from final date of approval (July 20, 2018). Failure to obtain a building permit within this time period, without the subsequent extension of this Planned Development Permit and Tentative Subdivision Map, shall result in the termination of this Planned Development and Tentative Subdivision Map approval.</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"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	✓	<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 Cresleigh Ravine and Campus at Iron Point Initial Study and 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**

	The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
6.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	I, M, B	CD (P)(E)
8.	If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	I, M, B	CD (P)(E)
9.	This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (July 20, 2016). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK

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

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.		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)
21.		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 the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.	M	CD (P) PK
22.		The owner/applicant shall form a Homeowner's Association, 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 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&Rs (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 Folsom <u>Municipal Code</u> and adopted policies, prior to the recordation of the Final Map.	M	CD (P)(E)
23.		For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
24.		The Final Inclusionary Housing Plan for the single-family portion of the project (Cresleigh Ravine) shall be subject to review and approval by the City staff prior to recordation of the Final Map for the Cresleigh Ravine Subdivision.	M	CD (P)(E)

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 street lights, landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department.	I, B	CD (P)
<b>MAP REQUIREMENTS</b>			
26.	Prior to the issuance of building permits for the subdivision, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.	B	CD (E)
27.	Prior to issuance of building permits for the subdivision, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P)
28.	Prior to the recording of the Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying improvements, if any, to be constructed. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)
29.	Twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities shall be dedicated adjacent to all private and public roadways for other utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public and private streets may be reduced with prior approval from public utility companies. The I-Courts adjacent to the internal public street shall be privately owned and maintained including but not limited to ownership and maintenance of utilities.	M	CD (E)
30.	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.	M	CD (E)

31.	<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)
32.	<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)
33.	<p>The required landscape preservation area located along the western portion of the project site shall be shown on the Final Map.</p>	M	CD (E)
34.	<p>Building Permits for Lots 7-23 within the single-family portion (Cresleigh Ravine) of the project shall be released as each individual Lot-Line adjustment is completed to the satisfaction of the Community Development Department.</p>	B	CD (E) (B)



**STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS**

35.	During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)
36.	The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.	G, I, B, O	CD (E)
37.	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)
38.	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 <i>Erosion and Sediment Control Handbook</i> of the State of California Department of Conservation, and shall comply with all updated City standards.	G, I	CD (E)

39.	<p>Prior to issuance of grading permits, the project applicant shall obtain coverage under the State Water SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.</p> <p>The SWPPP shall contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.</p>	G, I, B	CD (E)
<b>LANDSCAPE/TREE PRESERVATION REQUIREMENTS</b>			
40.	<p>Final landscape plans and specifications for the project shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of the Final Map. Said plans shall include all landscape specifications and details. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance. The landscape and irrigation plans shall also comply with the City's Model Water Efficiency Landscape Ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period.</p>	I	CD (P)(E)

41.	<p>The owner/applicant shall obtain a Tree Permit from the City of Folsom Community Development Department prior to grading and construction activities that will allow removal of native oak trees and comply with all requirements of the City's <u>Tree Preservation Ordinance, Chapter 12.16 of the Folsom Municipal Code</u>. The City Arborist shall review the Tree Permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time. Compensatory mitigation shall consist of one of the following:</p>	<p>I</p> <p>CD (P)(E)</p>
✓	<ul style="list-style-type: none"> <li>• Payment into the Tree Planting and Replacement Fund of an inch-for-diameter inch replacement in lieu fee set by City Council resolution;</li> <li>• Dedication of property for the purpose of planting trees based on the following ratio: 1 diameter inch = 0.004 acre of land (175 square feet) – the minimum area of dedication for such property shall be five acres of land, unless the property is contiguous to existing or planned open space, in which case the minimum dedication is one acre of land; off-site mitigation of this type must be approved by the City; or</li> <li>• Planting of trees on either public property, property with a conservation easement, and/or on property with an irrevocable offer of dedication to the City, pursuant to the ratios set forth in the Tree Ordinance.</li> </ul>	

**BIOLOGICAL RESOURCE REQUIREMENTS**

42.	<p>If construction activities, including tree removal and/or trimming or pruning of branches and limbs, occur during the typical bird nesting season (February 15 through August 31), preconstruction 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. An additional survey shall be conducted within 48 hours prior to commencement of construction.</p> <ul style="list-style-type: none"> <li>• If no nests are found, no further mitigation is required.</li> <li>• 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.</li> </ul>	G, I	CD(P)(E)
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**CULTURAL RESOURCE REQUIREMENTS**

<p>43.</p>	<p align="center">✓</p>	<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 archaeologist shall assess the significance of the discovery and provide consultation with City staff, the Folsom Historical Society, and the Heritage Preservation League. The City 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. Appropriate mitigation, as recommended by the archaeologist, shall be implemented. If agreement cannot be reached, the Planning Commission shall determine the appropriate implementation measure.</p>	<p align="center">G, I</p>	<p align="center">CD (P)(E)</p>
<p>44.</p>	<p align="center">✓</p>	<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 City 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>	<p align="center">G, I</p>	<p align="center">CD (P)(E)</p>



45.	<p>In accordance with the California Environmental Quality Act (CEQA) Section 15064.5, California Health and Safety Code (CHSC), Section 7050.5, and the PRC 5097.94 and 5097.98, regarding the accidental discovery or recognition of human remains, if any such finds are encountered during project construction, the following steps shall be taken:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Where the following conditions occur, the owner/applicant 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: <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ The descendant identified fails to make a recommendation.</li> <li>○ The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.</li> </ul> </li> </ul>	<p style="text-align: center;">✓</p>	<p style="text-align: center;">G, I CD (P)(E)</p>	
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46.	✓	<p>If paleontological or other geologically sensitive resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the Community Development Department. The owner/applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>	G, I	CD (P)(E)
<b>AIR QUALITY REQUIREMENTS</b>				
47.		<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 that comply with the volatile organic compound content limits specified in the general rule.</p>	G, I, B	CD (P)(E)(B)
48.		<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)
49.		<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)
50.		<p>Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.</p>	G, I, B	CD (P)(E)(B)

51.		<p>The owner/applicant shall follow all construction control measures recommended by the Sacramento Air Quality Management District (SMAQMD). The following control measures, which are consistent with basic construction emission control practices recommended by SMAQMD, shall be implemented by the owner/applicant to reduce PM10 emission during construction:</p> <ul style="list-style-type: none"> <li>• All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>• Haul trucks transporting soil, sand, or other loose material on the site shall be covered or at least two feet of freeboard space shall be maintained. Any haul trucks that will be traveling along freeways or major roadways shall be covered.</li> <li>• Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>• Vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).</li> <li>• Idling time shall be minimized either by shutting equipment off when not in use or reducing the time of idling to five minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Clear signage that posts this requirement shall be provided for workers at the entrances to the site.</li> <li>• All construction equipment shall be maintained in proper working condition according to manufacturer's specifications. The equipment will be checked by a certified mechanic and determined to be running in proper condition before it is operated.</li> </ul>	G, I, B	CD (P)(E)(B)
52.	✓	<p>All diesel-powered off-road equipment used during project construction shall meet Tier 2 off-road emissions standards. A copy of each unit's certified Tier specification shall be provided to the City of Folsom Building Department at the time of mobilization of each applicable unit of equipment.</p>	G, I, B	CD (P)(E)(B)

**HAZARDOUS MATERIALS REQUIREMENTS**

53.		<p>Discovery of unknown contaminated soils during construction. If during construction, currently unknown contaminated soils are discovered (i.e., discolored soils, odorous, other indications), construction within the area shall be halted, the extent and type of contamination shall be characterized, and a clean-up plan shall be prepared and executed. The plan shall require remediation of contaminated soils. The plan shall be subject to the review and approval of SCEMD, RWQCB, the City of Folsom, or other agencies, as appropriate. Remediation can include in-situ treatment, disposal at an approved landfill, or other disposal methods, as approved. Construction can proceed within the subject area upon approval of and in accordance with the plan.</p>	G, I, B	CD (P)(E)(B)
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**WATER QUALITY REQUIREMENTS**

54.		<p>Prior to issuance of a Grading Permit, the owner/applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards.</p>	G, I	CD (P)(E)(B)
55.		<p>Prior to issuance of a Grading Permit, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.</p>	G, I, B	CD (P)(E)(B)

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

56.		<p>A minimum of 138 parking spaces shall be provided for the single-family portion of the project (Cresleigh Ravine) including 92 covered garage parking spaces and 46 on-street guest parking spaces.</p>	I, O	CD (P,E)
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57.	<p>In accordance with the Transportation Impact Study prepared by MRO Engineers, Inc. dated January 28, 2016, the following traffic design measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• Cresleigh Ravine (Single-Family) Project Driveway <ul style="list-style-type: none"> <li>○ STOP-sign control and associated pavement markings and signage shall be employed on the driveway approach to Willard Drive.</li> </ul> </li> </ul>	I, O	CD (P,E)
<b>NOISE REQUIREMENTS</b>			
58.	<p>Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction on Sundays or holidays shall be permitted. Construction equipment shall be muffled and shrouded to minimize noise levels.</p>	G, I, B	CD (P)(E)
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>			
59.	<p>The single-family portion of the project (Cresleigh Ravine) shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for three, two-story master plans (three building elevations) for the Cresleigh Ravine Subdivision. The applicant shall submit building plans that comply with this approval, the attached building elevations dated November 11, 2015.</li> <li>2. The design, materials, and colors of the proposed Cresleigh Ravine Subdivision single-family residential units shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department</li> <li>3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same elevation style, side-by-side, or across the street from each other.</li> <li>4. Additional architectural details ((belly band, window shutters, trim elements corbels, rafters, etc.) shall be added to the rear building elevations on all three master plans to the satisfaction of the Community Development Department).</li> </ol>	B	CD (P)



59. Cont.	<p>The single-family portion of the project (Cresleigh Ravine) shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>5. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.</li> <li>6. Decorative light fixtures shall be added to the front and rear building elevation of each master plan to the satisfaction of the Community Development Department.</li> <li>7. A total of three unique garage door designs shall be provided for the master plans to the satisfaction of the Community Development Department.</li> <li>8. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances.</li> <li>9. A minimum of two trees (one street tree and one accent tree) shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.</li> </ol>	B	CD (P)
60.	<p>The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department.</p>	G, I, B	CD (P) (B)
61.	<p>The final design, color, and materials of the two monument signs shall be subject to review and approval by the Community Development Department. In addition, the two monument signs shall be subject to the requirements of the <u>Folsom Municipal Code (FMC, Section 17.59)</u> with respect to sign location, sign height, and sign area.</p>	B	CD (P)
<b>GRADING REQUIREMENTS</b>			
62.	<p>The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling or removal of each that meet all applicable health, safety, and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City.</p>	G, I	CD (E)

<b>OTHER AGENCY REQUIREMENT</b>			
	The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)
<b>FIRE DEPARTMENT REQUIREMENTS</b>			
63.	The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Department.	I	FD
64.	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
<b>POLICE/SECURITY REQUIREMENT</b>			
65.	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: <ul style="list-style-type: none"> <li>• A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings).</li> <li>• Security measures for the safety of all construction equipment and unit appliances shall be employed.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD
<b>MISCELLANEOUS REQUIREMENT</b>			
66.	The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code</u> . (Section 13.26 Water Conservation), or amended from time to time.	I, B, OG	CD (P)(E)

68.		<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 homeowners at the project sales office. Additionally, the owner/applicant shall provide written evidence signed by the homeowners that such materials have been presented as part of the sales transaction and that the homeowners are aware that children from this development may not be able to attend their designated neighborhood school.</p>	B, O	CD (P)
69.		<p>The final trash and recycling collection plan for the single-family portion of the project (Cresleigh Ravine) shall be subject to review and approval by the Community Development Department.</p>	I, B	CD (P)
70.		<p>The existing eight-foot-tall chain link fence shall be removed. In the event that future boundary line adjustments are approved by the City, a six-foot-tall wood fence shall be constructed by the owner/applicant on the new rear boundary line to the satisfaction of the Community Development Department. In addition, if the future boundary line adjustments are approved, the owner/applicant shall construct and extend all existing side yard fencing for impacted properties located adjacent to the project site within the Natoma Station Unit No. 5 Subdivision to reflect the new property lines to the satisfaction of the Community Development Department. If future lot-line adjustments do not occur, the owner/applicant shall construct six-foot-tall wood fencing along the rear property line and extend side yard fencing accordingly to the satisfaction of the Community Development Department.</p>	I, B	CD (P)

71.		<p>The owner/applicant shall maintain the private landscape preservation areas until either the Lot-Line Adjustments are approved. If the Lot-Line Adjustments are not approved, the responsibility for maintenance of the private landscape preservation area(s) shall be the responsibility of the individual home owners within the Cresleigh Subdivision as follows: Each individual property owner within the Cresleigh Ravine Subdivision (Lot 7-23) shall maintain their private landscape preservation area in a reasonable manner to avoid weeds and visual blight in conformance with all applicable City codes. Any existing hardscape improvements located within the landscape preservation area shall be permitted to remain. In addition, any other modifications within the landscape preservation area including but not limited to grading improvements, drainage improvements, and landscape removal shall be subject to review and approval by the Community Development Department. In the event that the property ownership of the private landscape preservation areas change (future lot-line adjustments), the new property owner(s) shall assume full responsibility for maintenance of the landscape preservation area as described above.</p>	OG	CD (P)
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**CONDITIONS OF APPROVAL FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162)  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT  
WILLARD DRIVE AND IRON POINT ROAD (APARTMENT PORTION)**

	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
72.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• General Plan Amendment Exhibit</li> <li>• Rezone Exhibit</li> <li>• Preliminary Site Plan (Apartments), dated November 15, 2015</li> <li>• Preliminary Grading and Utility Plans (Apartments), dated June 22, 2016</li> <li>• Preliminary Site Details (Apartments), dated November 16, 2015</li> <li>• Preliminary Landscape Plans (Apartments), dated November 13, 2015</li> <li>• Building Elevations and Floor Plans (Apartments), dated April 16, 2015</li> <li>• Building Renderings (Apartments), dated April 16, 2015</li> <li>• Clubhouse Elevations and Floor Plans (Apartments), dated April 16, 2015</li> <li>• Access and Circulation Plan</li> <li>• Inclusionary Housing Plan (Single-Family)</li> </ul>	B	CD (P)(E)
73.		<p>The General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit are approved for the development of a 276-unit mixed residential project (Cresleigh Ravine and Campus). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval. 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)
74.		<p>The project approvals granted under this staff report (Tentative Subdivision Map and Planned Development Permit) shall remain in effect for two years from final date of approval (July 20, 2018). Failure to obtain a building permit within this time period, without the subsequent extension of this Planned Development Permit and Tentative Subdivision Map, shall result in the termination of this Planned Development and Tentative Subdivision Map approval.</p>	B	CD (P)



**CONDITIONS OF APPROVAL FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162)  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT  
WILLARD DRIVE AND IRON POINT ROAD (APARTMENT PORTION)**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
75.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul>	OG	CD (P)(E)(B) PW, PR, FD, PD
76.	<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 Cresleigh Ravine and Campus at Iron Point Initial Study and 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)
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>			
77.	<p>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount in effect at the time such taxes, fees and charges become due and payable.</p>	I, B	CD (P)(E)
78.	<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)

**CONDITIONS OF APPROVAL FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162)  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT  
WILLARD DRIVE AND IRON POINT ROAD (APARTMENT PORTION)**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
79.		<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)
80.		<p>If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	I, B	CD (P)(E)
81.		<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 will begin on the date of final approval (July 20, 2016). 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

**CONDITIONS OF APPROVAL FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162)  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT  
WILLARD DRIVE AND IRON POINT ROAD (APARTMENT PORTION)**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
82.	The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
<b>SITE DEVELOPMENT REQUIREMENTS</b>			
83.	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)
84.	Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I, B	CD (P)(E)
85.	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)
86.	The improvement plans for the required public and private improvements, including but not limited to street and frontage improvements on Iron Point Road and Willard Drive, shall be reviewed and approved by the Community Development Department prior to approval of the Building Permit.	B	CD (E)

**CONDITIONS OF APPROVAL FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162)  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT  
WILLARD DRIVE AND IRON POINT ROAD (APARTMENT PORTION)**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
87.		Required public and private improvements, including but not limited to street and frontage improvements on Iron Point Road and Willard Drive shall be completed prior to issuance of the first Certificate of Occupancy.	O	CD (E)
88.		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)
89.		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)
90.		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)
91.		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)
92.		The owner/applicant shall form a Landscape Lighting Assessment District, a Community Services District, or a Property Management Company, which shall be responsible for maintenance of all private streets, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/retention basins and association channels, maintenance of water quality ponds, maintenance of sanitary sewer improvements, and maintenance of any other on-site facilities throughout the life of the project to the satisfaction of the Community Development Department. As an alternative, the owner/applicant may choose to be responsible for all maintenance referenced above to the satisfaction of the Community Development Department. Vegetation or plantings 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.	I, B	CD (P)(E)



**CONDITIONS OF APPROVAL FOR THE CRESLEIGH RAVINE AND CAMPUS PROJECT (PN 15-162)  
GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT  
WILLARD DRIVE AND IRON POINT ROAD (APARTMENT PORTION)**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
93.	A Master Apartment Rental Lease Agreement shall be prepared by the owner/applicant for the multi-family portion of the project (Campus at Iron Point) and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the <u>Folsom Municipal Code</u> and adopted policies, prior to the issuance of the first Building Permit. In addition, the Master Apartment Rental Lease Agreement shall comply with the conditions of approval for this project.	B	CD (P)(E)
94.	The owner/applicant shall disclose to the apartment renters in the Master Apartment Rental Agreement that the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.	B	CD (P) PK
95.	The owner/applicant shall prepare and implement a facility use regulation as part of the Master Apartment Rental Agreement for the multi-family portion of the project (Campus at Iron Point) that prohibits outdoor storage on porches/balconies to the satisfaction of the Community Development Department. Outdoor storage closets on porches will be permitted.	B, OG	CD (P)
96.	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)
97.	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing parking area lights, carport lights, landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.	I, B	CD (P)



**STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS**

98.		During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)
99.		The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.	G, I, B, O	CD (E)
100.		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)
101.		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)

102.	<p>Prior to issuance of grading permits, the project applicant shall obtain coverage under the State Water SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.</p> <p>The SWPPP shall contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.</p>	G, I, B	CD (E)
<b>LANDSCAPE/TREE PRESERVATION REQUIREMENTS</b>			
103.	<p>Final landscape plans and specifications for the project shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of a Building Permit. Said plans shall include all landscape specifications and details. Landscaping of the parking areas for guest parking shall meet shade requirements as outlined in the <u>Folsom Municipal Code Chapter 17.57</u>. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance. The landscape and irrigation plans shall also comply with the City's Model Water Efficiency Landscape Ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period.</p>	B	CD (P)(E)

**BIOLOGICAL RESOURCE REQUIREMENTS**

104.	<p>If construction activities, including tree removal and/or trimming or pruning of branches and limbs, occur during the typical bird nesting season (February 15 through August 31), preconstruction 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. An additional survey shall be conducted within 48 hours prior to commencement of construction.</p> <ul style="list-style-type: none"> <li>• If no nests are found, no further mitigation is required.</li> <li>• 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.</li> </ul>	G, I	CD(P)(E)
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**CULTURAL RESOURCE REQUIREMENTS**

105.	✓	<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 archaeologist shall assess the significance of the discovery and provide consultation with City staff, the Folsom Historical Society, and the Heritage Preservation League. The City 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. Appropriate mitigation, as recommended by the archaeologist, shall be implemented. If agreement cannot be reached, the Planning Commission shall determine the appropriate implementation measure.</p>	G, I	CD (P)(E)
106.	✓	<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 City 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)

107.	<p>In accordance with the California Environmental Quality Act (CEQA) Section 15064.5, California Health and Safety Code (CHSC), Section 7050.5, and the PRC 5097.94 and 5097.98, regarding the accidental discovery or recognition of human remains, if any such finds are encountered during project construction, the following steps shall be taken:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Where the following conditions occur, the owner/applicant 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: <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ The descendant identified fails to make a recommendation.</li> <li>○ The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.</li> </ul> </li> </ul>	<p style="text-align: center;">✓</p>	<p style="text-align: center;">G, I CD (P)(E)</p>
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108.	<p>✓</p> <p>If paleontological or other geologically sensitive resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>	G, I	CD (P)(E)
<b>AIR QUALITY REQUIREMENTS</b>			
109.	<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 that comply with the volatile organic compound content limits specified in the general rule.</p>	G, I, B	CD (P)(E)(B)
110.	<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)
111.	<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)
112.	<p>Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.</p>	G, I, B	CD (P)(E)(B)

113.		<p>The owner/applicant shall follow all construction control measures recommended by the Sacramento Air Quality Management District (SMAQMD). The following control measures, which are consistent with basic construction emission control practices recommended by SMAQMD, shall be implemented by the owner/applicant to reduce PM10 emission during construction:</p> <ul style="list-style-type: none"> <li>• All exposed surfaces shall be watered two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>• Haul trucks transporting soil, sand, or other loose material on the site shall be covered or at least two feet of freeboard space shall be maintained. Any haul trucks that will be traveling along freeways or major roadways shall be covered.</li> <li>• Wet power vacuum street sweepers shall be used to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>• Vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).</li> <li>• Idling time shall be minimized either by shutting equipment off when not in use or reducing the time of idling to five minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Clear signage that posts this requirement shall be provided for workers at the entrances to the site.</li> <li>• All construction equipment shall be maintained in proper working condition according to manufacturer's specifications. The equipment will be checked by a certified mechanic and determined to be running in proper condition before it is operated.</li> </ul>	G, I, B	CD (P)(E)(B)
114.	✓	<p>All diesel-powered off-road equipment used during project construction shall meet Tier 2 off-road emissions standards. A copy of each unit's certified Tier specification shall be provided to the City of Folsom Building Department at the time of mobilization of each applicable unit of equipment.</p>	G, I, B	CD (P)(E)(B)

**HAZARDOUS MATERIALS REQUIREMENTS**

115.	Discovery of unknown contaminated soils during construction. If during construction, currently unknown contaminated soils are discovered (i.e., discolored soils, odorous, other indications), construction within the area shall be halted, the extent and type of contamination shall be characterized, and a clean-up plan shall be prepared and executed. The plan shall require remediation of contaminated soils. The plan shall be subject to the review and approval of SCEMD, RWQCB, the City of Folsom, or other agencies, as appropriate. Remediation can include in-situ treatment, disposal at an approved landfill, or other disposal methods, as approved. Construction can proceed within the subject area upon approval of and in accordance with the plan.	G, I, B	CD (P)(E)(B)
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**WATER QUALITY REQUIREMENTS**

116.	Prior to issuance of a Grading Permit, the owner/applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards.	G, I	CD (P)(E)(B)
117.	Prior to issuance of a Grading Permit, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.	G, I, B	CD (P)(E)(B)

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

118.	A minimum of 431 parking spaces shall be provided for the multi-family portion of the project (Campus at Iron Point). In addition, a minimum of 46 bicycle parking spaces (evenly distributed throughout project site) shall be provided to serve residents of the Campus at Iron Point apartment community.	I, O	CD (P,E)
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119.

The multi-family portion of the proposed project (Campus at Iron Point) shall include the following parking and vehicle restrictions (this condition shall be included in the Master Apartment Rental Agreement for this project):

1) Parking and Vehicle Restrictions

- a) Parking Restrictions - The purpose and intent of this Declaration is to restrict the areas where motor vehicles can be parked within the development.
  - Residents shall only park motor vehicles in garages or in on-site parking spaces.
- b) Garage Restrictions – The purpose and intent of this Declaration is to restrict the use of garages within the development.
  - Garages shall remain available for the parking of motor vehicles and shall not be used for other purposes which would displace the parking of motor vehicles.
  - Garages shall not be used for workshops, hobby facilities, or storage areas which will prevent the parking of motor vehicles.
- c) Vehicle Type Restrictions - The purpose and intent of this Declaration is to restrict the types of vehicles which can be parked within the development.
  - Permitted Vehicles – Only motor vehicles registered and permitted to drive on public roadways by a government agency are permitted within the development.
  - Recreational Vehicles - No trailer, motor home, camper, boat, personal watercraft, all-terrain, or other similar recreational vehicle shall be parked, stored, or permitted to remain within the development.
- d) Parking Rules and Enforcement – In order to prevent or eliminate parking problems within the development, or to further define and enforce restrictions, the owner/applicant shall impose further reasonable rules and restrictions regarding vehicles and parking within the development.

I, O

CD (P,E)

120.		<p>In accordance with the Transportation Impact Study prepared by MRO Engineers, Inc. dated January 28, 2016, the following traffic design measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>● Campus at Iron Point (Apartments) Driveway <ul style="list-style-type: none"> <li>○ STOP-sign control and associated pavement markings and signage shall be employed on the driveway approach to Willard Drive.</li> <li>○ The landscape area located to the south of the project driveway shall only include low-growing plant material to ensure that adequate sight-distance is maintained along this particular section of Willard Drive.</li> <li>○ The driveway entry and exit gates shall open inward and be left open during peak morning (7:00 a.m. to 9:00 p.m.) and peak evening (4:00 p.m. to 6:00 p.m.) hours.</li> <li>○ Residents of the apartment community shall be issued remote transmitters to allow them to open the driveway entry gates without needing to stop to enter a code in the keypad at each entrance.</li> </ul> </li> </ul>	I, O	CD (P,E)
<b>NOISE REQUIREMENTS</b>				
121.		<p>Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction on Sundays or holidays shall be permitted. Construction equipment shall be muffled and shrouded to minimize noise levels.</p>	G, I, B	CD (P)(E)



122.	<p>Outdoor noise levels at the patios at Apartment Buildings 1, 17, 18, 19, 20, 21, 22, and 23 shall be reduced to 60 dBA LDN/CNEL or below. Noise reduction for the patios would be accomplished through an on-site noise barrier (sound wall). A 6-foot high sound wall shall be installed along Iron Point Road for the Campus at Iron Point. The sound wall shall follow the entire roadway frontage for the Campus at Iron Point parcel, and extend slightly northward along Willard Drive for approximately 12 feet. An opening in the sound wall to allow for the southeastern driveway into the project is acceptable. The wall shall continue across the two pedestrian access points to Iron Point Road from the project site with the use of a solid 6-foot high gate.</p> <p>The sound attenuation fence or wall shall be solid and may be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least one-inch total thickness or have a density of at least 3½ pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic ¾ of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18 gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any door(s) or gate(s) must be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The gate(s) may be of one-inch thick or better wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated doorjambs.</p>	I, B	CD (P)(E)
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123.	<p>Interior building noise levels for the proposed project shall not exceed 45 dBA LDN/CNEL. Once specific building plan information is available, additional exterior-to-interior noise analysis shall be conducted to demonstrate that interior levels at Cresleigh Ravine and Campus at Iron Point do not exceed 45 dBA LDN/CNEL. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site building. If predicted noise levels are found to be in excess of 45 dBA LDN/CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 dBA LDN/CNEL in habitable rooms. Standard measures such as glazing with Sound Transmission Control (STC) ratings from a STC 22 to STC 60, as well as walls with appropriate STC ratings (34 to 60), should be considered.</p> <p>Appropriate means of air circulation and provision of fresh air shall be provided to allow windows to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system shall meet the criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code).</p>	I, B	CD (P)(E)
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>			
124.	<p>The multi-family portion of the project (Campus at Iron Point) shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for two, three-story master plans for the Campus at Iron Point Apartment Community. The applicant shall submit building plans that comply with this approval, the attached building elevations and color renderings dated April 16, 2015.</li> <li>2. The design, materials, and colors of the proposed Campus at Iron Point Apartment Community shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department</li> <li>3. All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings.</li> </ol>	B	CD (P)

124. Cont.	<p>4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.</p> <p>5. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the apartment buildings.</p> <p>6. A total of two unique garage door designs shall be provided for the master plans to the satisfaction of the Community Development Department.</p> <p>7. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances.</p> <p>8. The final design, material, and colors for the retaining walls shall be subject to review and approval by the Community Development Department.</p> <p>9. Non-reflective glass shall be utilized for all windows within the apartment buildings to the satisfaction of the Community Development Department.</p>	B	CD (P)
125.	The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department.	G, I, B	CD (P) (B)
126.	The final location, design, materials, and colors of the trash/recycling enclosures associated with the multi-family portion of the project (Campus at Iron Point) shall be subject to review and approval by the Community Development Department.	G, I, B	CD (P) (B)
127.	The final design, color, and materials of the two monument signs shall be subject to review and approval by the Community Development Department. In addition, the two monument signs shall be subject to the requirements of the <u>Folsom Municipal Code (FMC, Section 17.59)</u> with respect to sign location, sign height, and sign area.	B	CD (P)
<b>GRADING REQUIREMENTS</b>			
128.	The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling or removal of each that meet all applicable health, safety, and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City.	G, I	CD (E)

<b>OTHER AGENCY REQUIREMENT</b>			
	The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)
<b>FIRE DEPARTMENT REQUIREMENTS</b>			
129.	The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Department.	I	FD
131.	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, design or proposed entry gates, and other construction features.	I, B	FD
<b>POLICE/SECURITY REQUIREMENT</b>			
132.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none"> <li>• A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings).</li> <li>• Security measures for the safety of all construction equipment and unit appliances shall be employed.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD
<b>MISCELLANEOUS REQUIREMENT</b>			
133.	The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , or amended from time to time.	I, B, OG	CD (P)(E)

134.		<p>The owner/applicant shall request materials from the Folsom-Cordova Unified School District regarding the District's school housing philosophy and shall make available such materials to prospective apartment renters at the project leasing office. Additionally, the owner/applicant shall provide written evidence signed by the project renters that such materials have been presented to the renters as part of the lease transaction and that the renters are aware that children from this development may not be able to attend their designated neighborhood school.</p>	B, O	CD (P)
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Attachment 1

Vicinity Map









Apartments

Single Family

Google earth

Imagery Date: 4/16/2015 38°38'55.77" N 121°10'01.64" W elev 281 ft eye alt 3779 ft

© 2015 Google

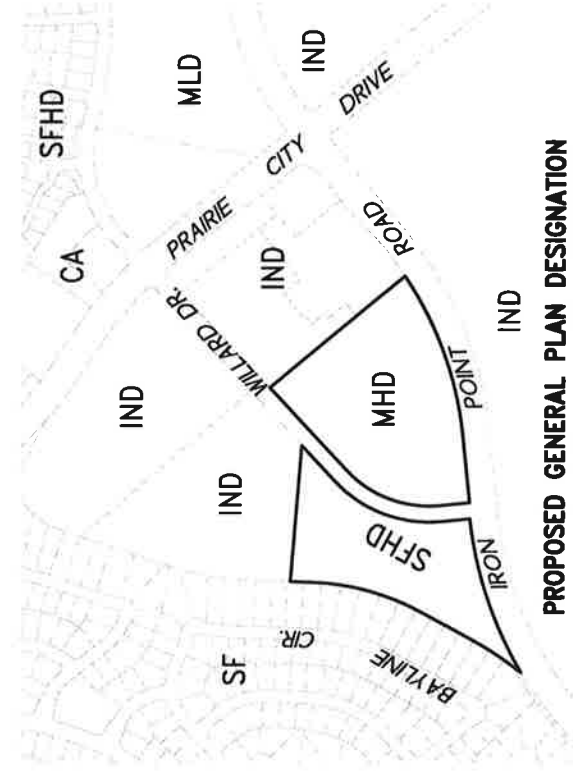
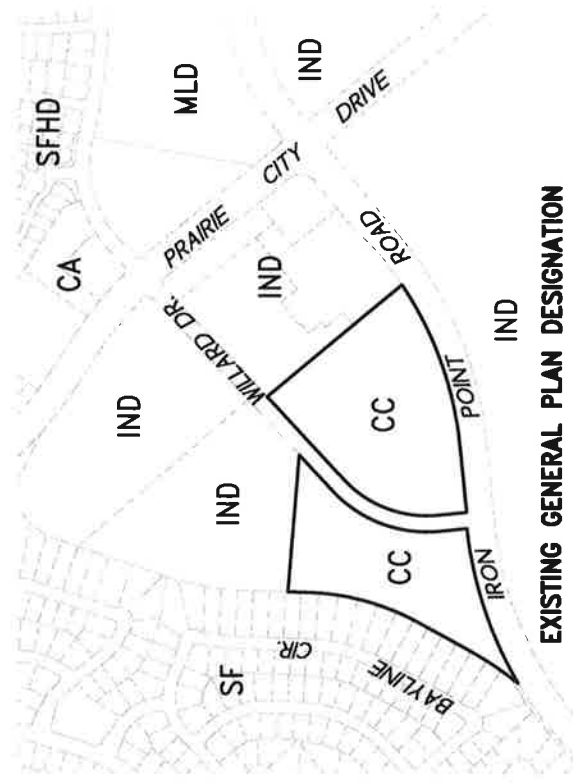
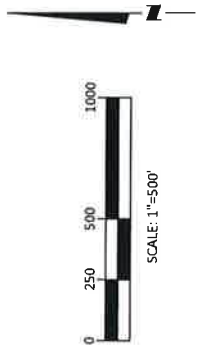
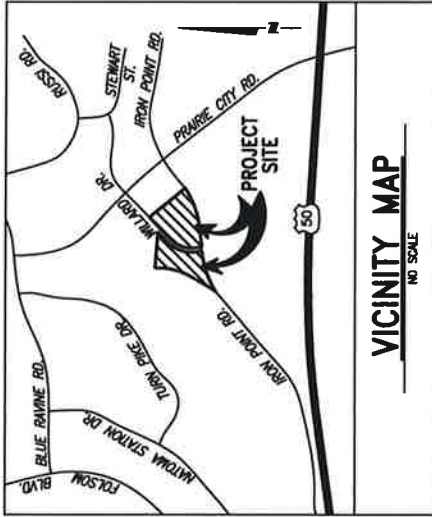
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## Attachment 2

### General Plan Amendment Exhibit

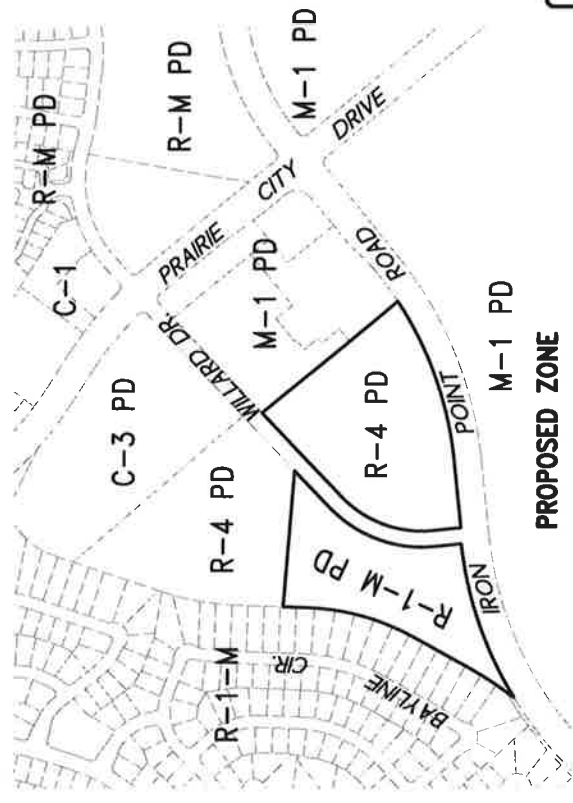
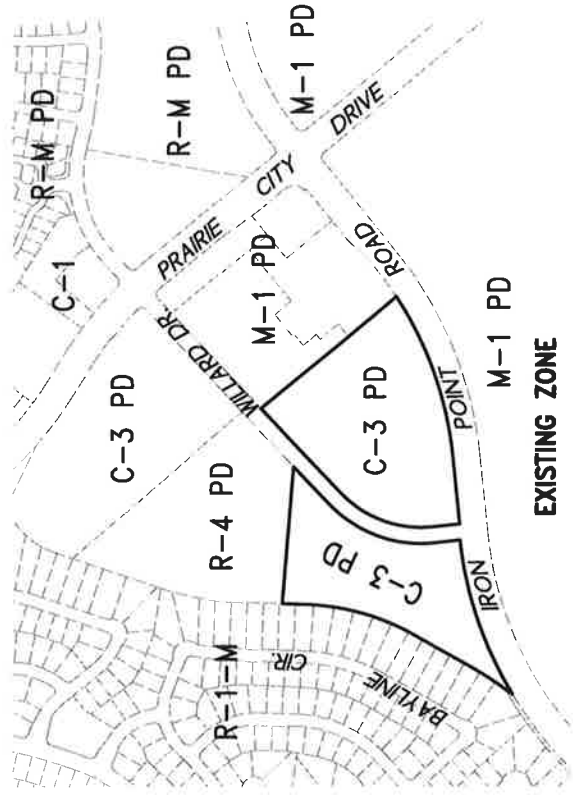
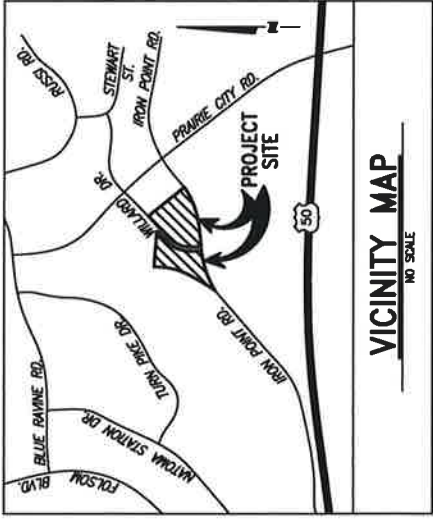
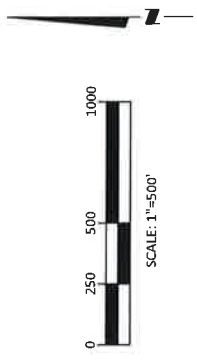
GENERAL PLAN AMENDMENT  
**CRESLEIGH FOLSOM**  
 PARCELS 3 AND 4  
 BOOK 175 OF PARCEL MAPS, PAGE 19  
 CITY OF FOLSOM CALIFORNIA  
 JUNE 22, 2016  
 SCALE 1"=500'  
 MSA ENGINEERING, INC.  
 SHEET 1 OF 1





**Attachment 3**  
**Rezone Exhibit**

REZONE  
**CRESLEIGH FOLSOM**  
 PARCELS 3 AND 4  
 BOOK 175 OF PARCEL MAPS, PAGE 19  
 CITY OF FOLSOM CALIFORNIA  
 JUNE 22, 2016  
 SCALE T-500'  
 MSA ENGINEERING, INC.  
 SHEET 1 OF 1



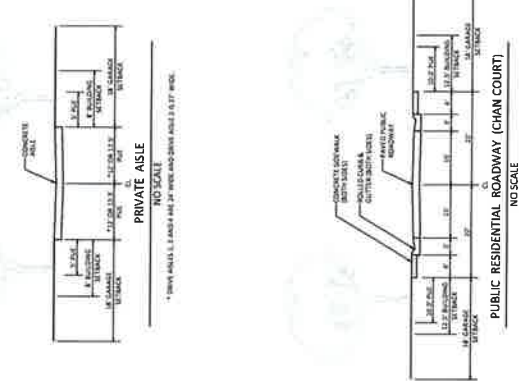
**Attachment 4**

**Preliminary Site Plan (Single-Family)  
Dated July 13, 2016**

# Cresleigh Ravine

## Preliminary Single-Family Site Layout

City of Folsom, California  
July 13, 2016



SCALE 1"=40'

**MSA** ENGINEERING

MSA ENGINEERING, INC.  
1000 W. BROADWAY, SUITE 200  
FOLSOM, CA 95630  
TEL: 916.450.1000  
WWW.MSAENGINEERING.COM

**Attachment 5**

**Tentative Subdivision Map (Single-Family)  
Dated July 13, 2016**





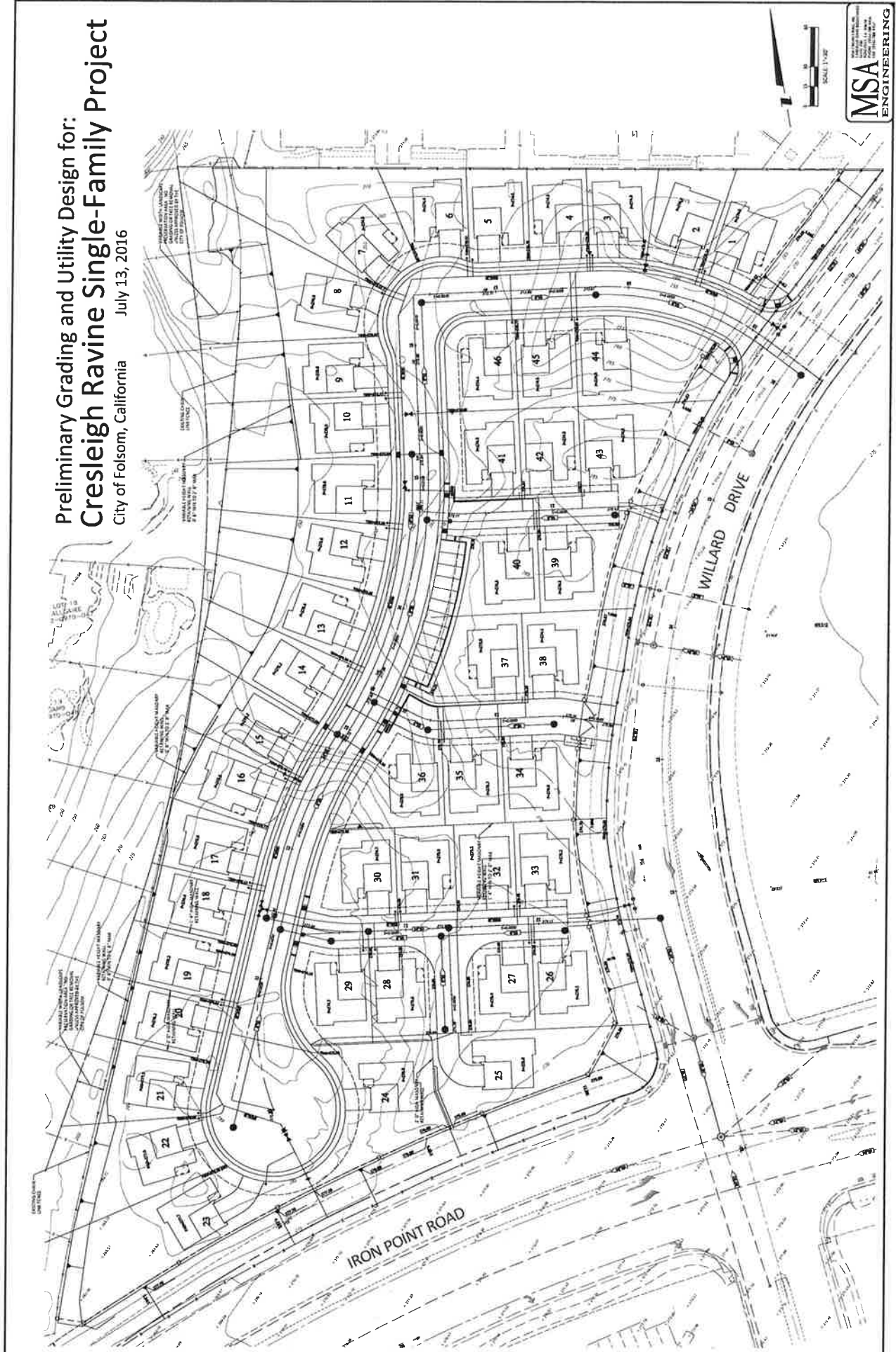
**Attachment 6**

**Preliminary Grading and Utility Plan (Single-Family)  
Dated July 13, 2016**



Preliminary Grading and Utility Design for:  
**Cresleigh Ravine Single-Family Project**  
City of Folsom, California

July 13, 2016



**Attachment 7**

**Preliminary Landscape Plans (Single-Family)  
Dated July 13, 2016**













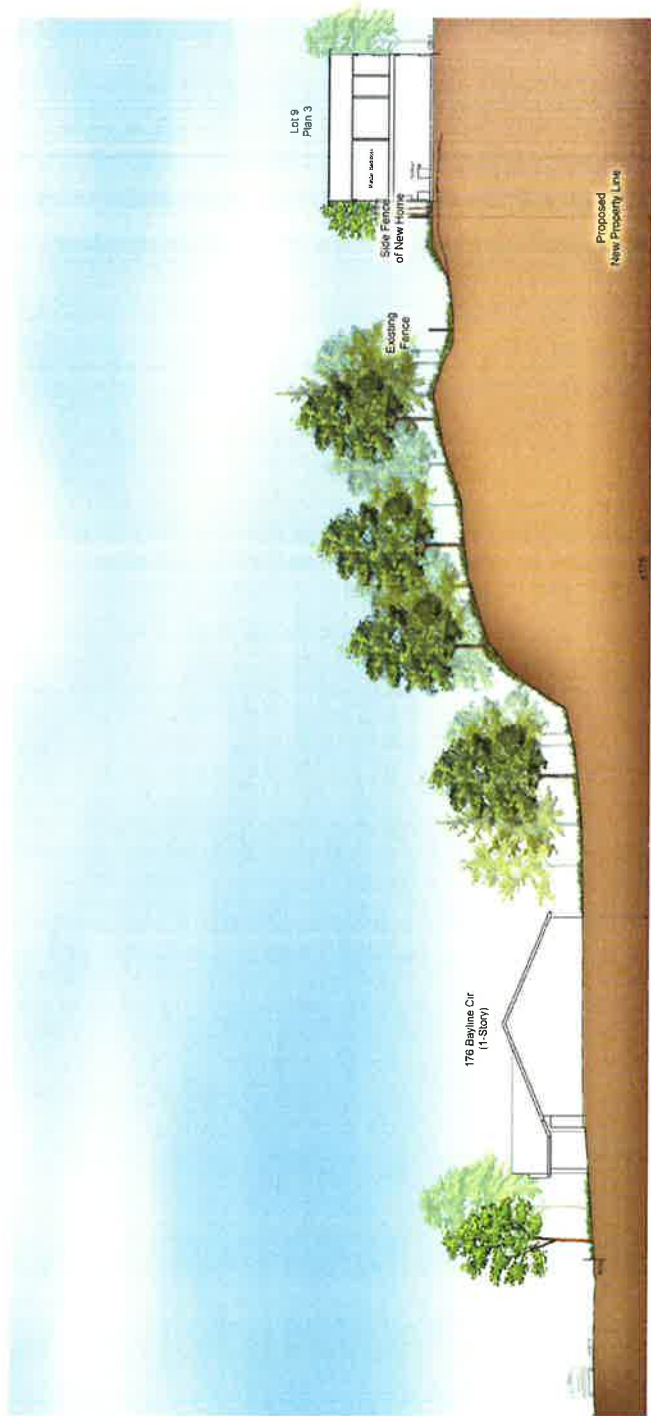
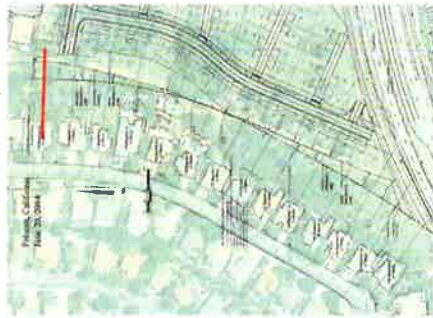




## Attachment 8

### Site Cross Section Exhibit (Single-Family)

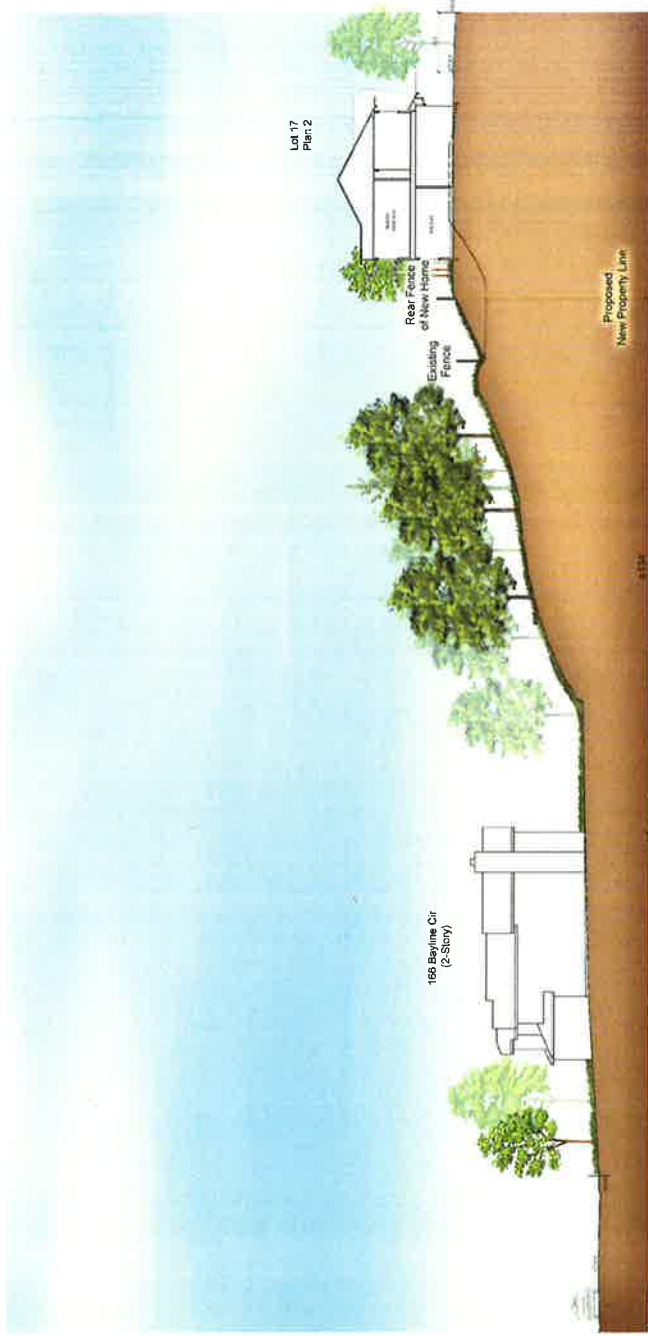
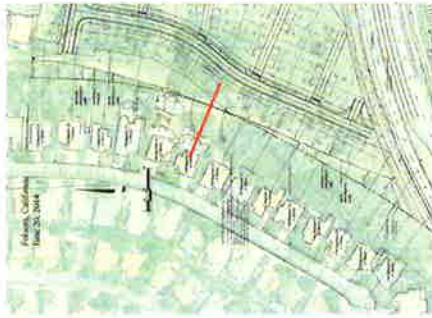
Section Key Map



Section 14

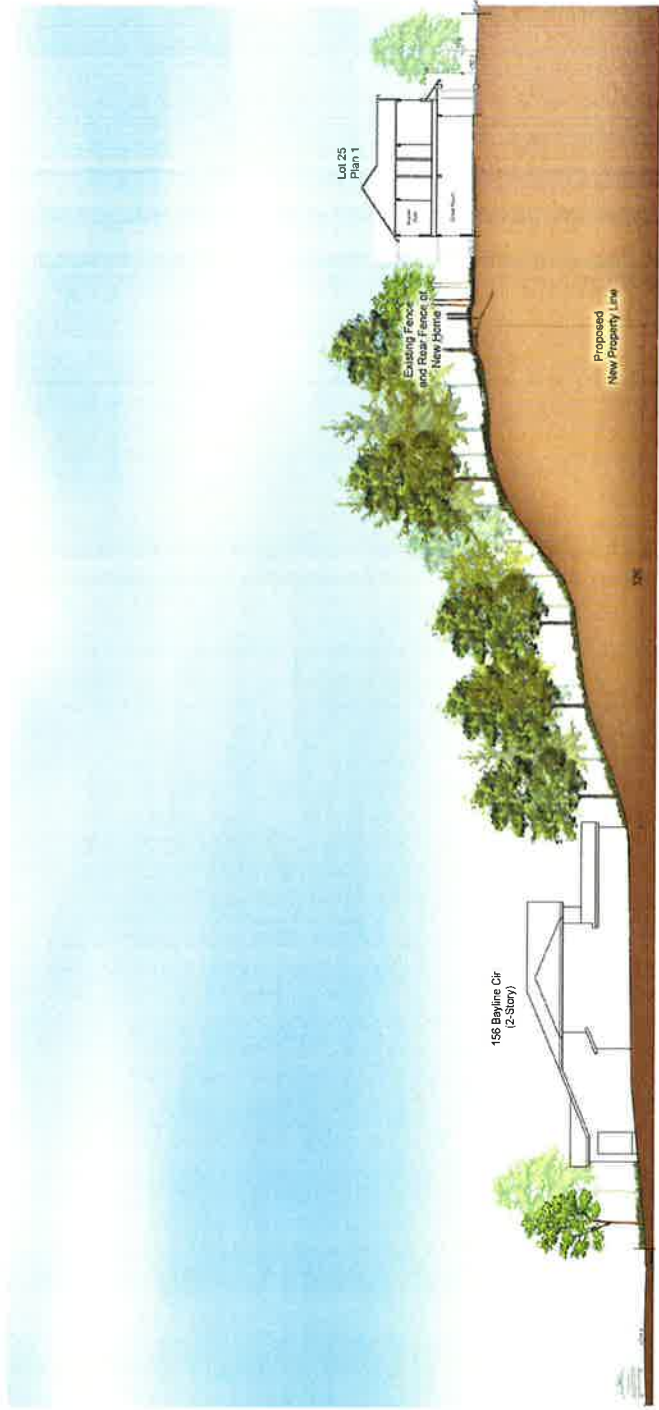
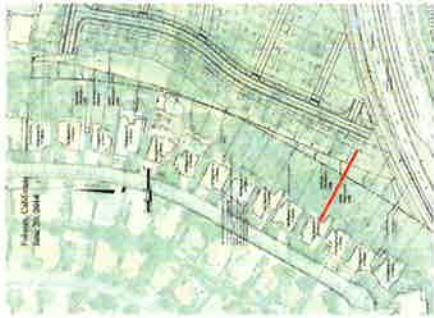


Section Key Map



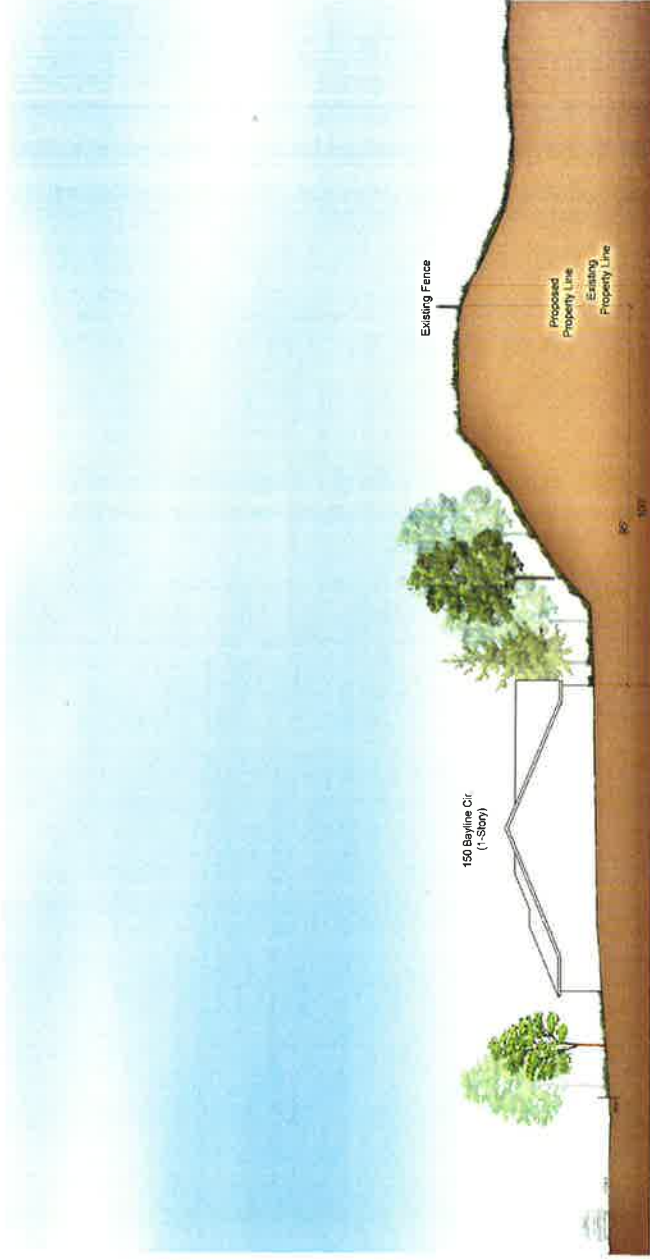
Section 19

Section Key Map



Section 24

Section Key Map

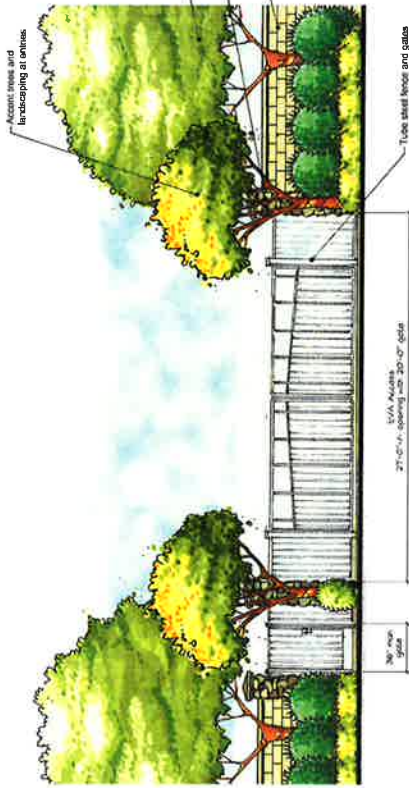


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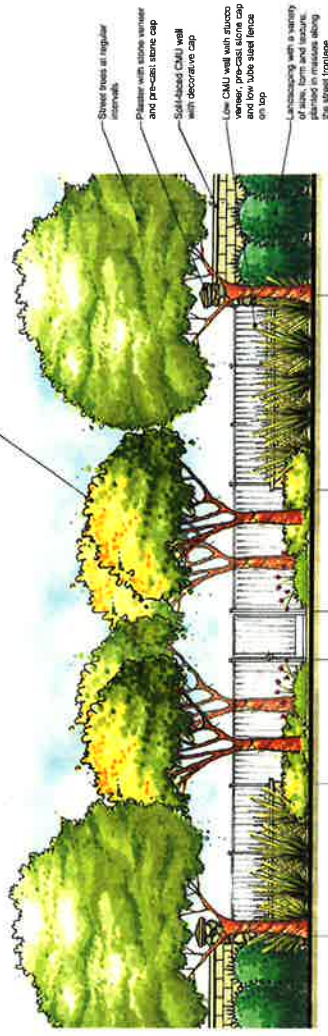
**Attachment 9**

**Preliminary Site Details (Single-Family)  
Dated November 5, 2015**





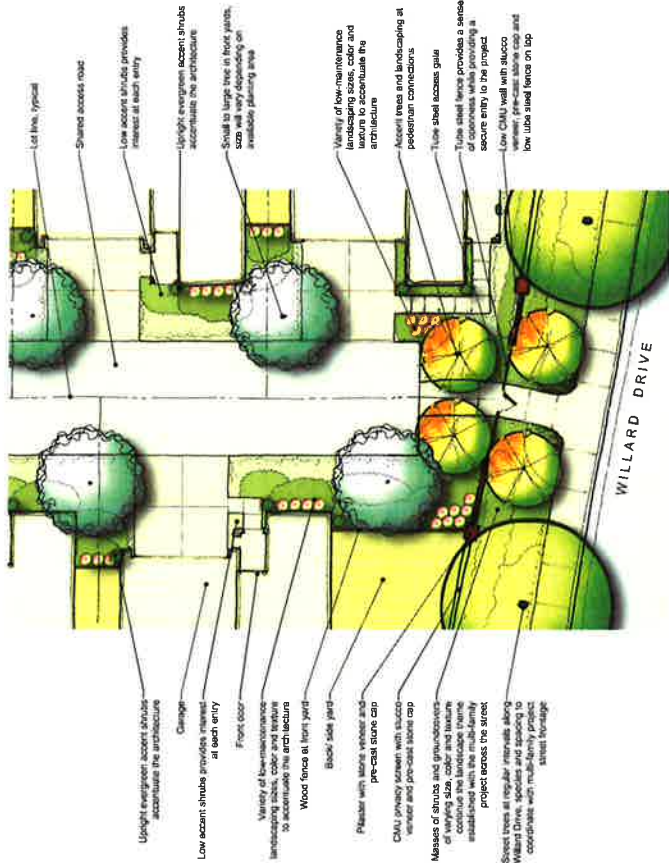
**Emergency Vehicle Access - Elevation**  
 Scale: 1/4" = 1'-0"



**Typical Pedestrian Access - Elevation**  
 Scale: 1/4" = 1'-0"



**Site Walls and Fences**



**Enlargement of Typical Pedestrian Access**  
 Scale: 1" = 30'-0"



**Vicinity Map**  
 Scale: NTS

**Site Design**  
**Cresleigh Folsom Project**

**Attachment 10**

**Preliminary Trash Collection Plan (Single-Family)  
Dated March 30, 2016**

Trash Pick-Up Exhibit for:  
**Cresleigh Folsom Project**  
City of Folsom, California

MARCH 30, 2016



## Attachment 11

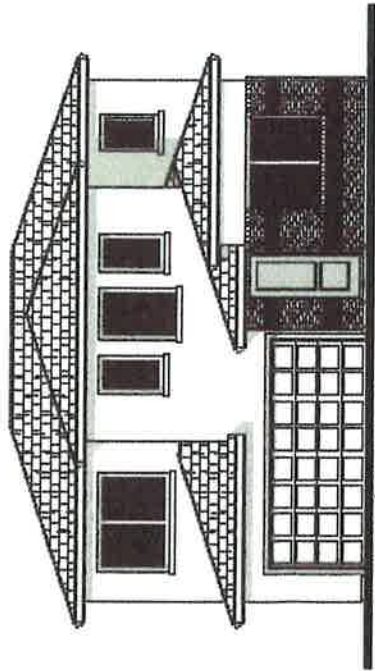
Tree Exhibit (Single-Family), dated May 29, 2015





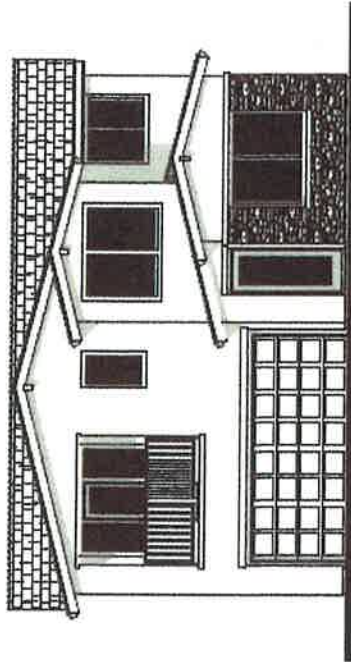
**Attachment 12**

**Building Elevations and Floor Plans (Single-Family)  
Dated November 11, 2015**



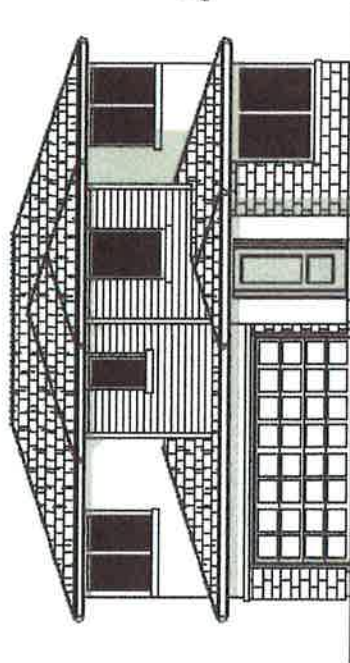
ELEVATION '1A'

- 1A  
Material Legend:  
 1a Concrete Tile Roofing  
 Stucco Finish  
 Brick Veneer  
 Enhanced Sill  
 1x Stucco Finish Trim



ELEVATION '1B'

- 1B  
Material Legend:  
 1b Concrete Tile Roofing  
 Stucco Finish  
 Stone Veneer  
 Enhanced Sill  
 1x Stucco Finish Trim  
 Decorative Roofing



ELEVATION '1C'

- 1C  
Material Legend:  
 1c Concrete Tile Roofing  
 Stucco Finish  
 Cementitious Siding  
 Stone Veneer  
 Enhanced Sill  
 1x Stucco Finish Trim

Cresleigh Ravine



PLAN 1 - FRONT ELEVATIONS

FOLSOM, CALIFORNIA

12-18-06

\*\*\*\*\*

AI.0



KTBY Group Inc.  
 Architectural/Planning  
 281C Seward Street, Suite 200  
 Oakland, California 94612  
 ktby.com  
 510.277.2610



ELEVATION '1A'



ELEVATION '1B'



ELEVATION '1C'

**Cresleigh Ravine**



**PLAN 1 - FRONT ELEVATIONS**

FOULDAK, CALIFORNIA

03 • 21194

08/22/16

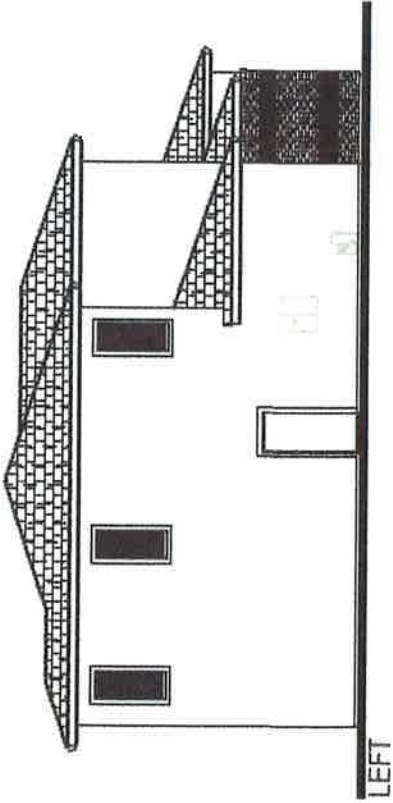
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 Architects+Planners  
 580 Seacrest Street Suite 200  
 Oakland, California 94607  
 510 857  
 510 272 2916



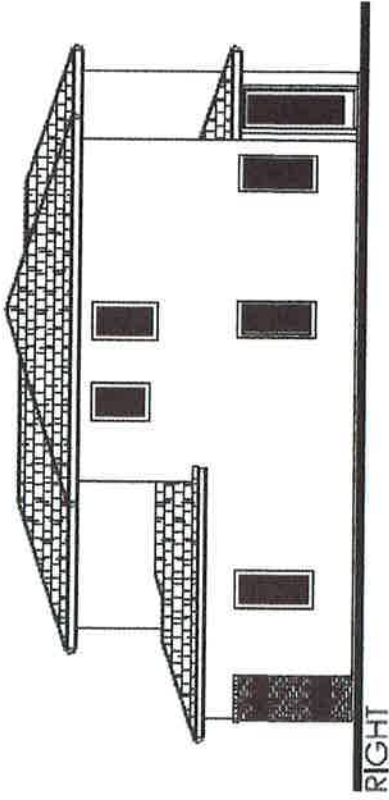
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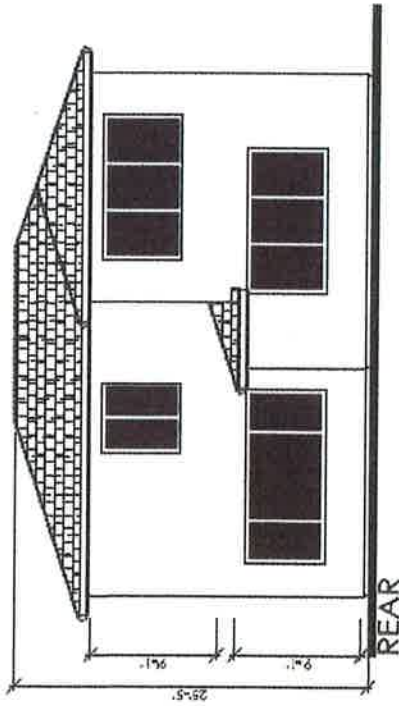




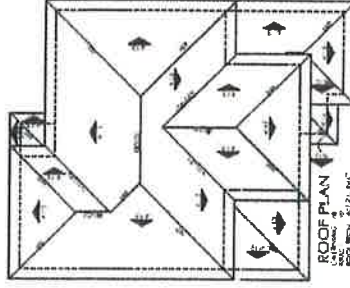
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RIGHT



REAR



ROOF PLAN  
 1/4" = 1'-0"  
 2008.08.01

Cresleigh Ravine



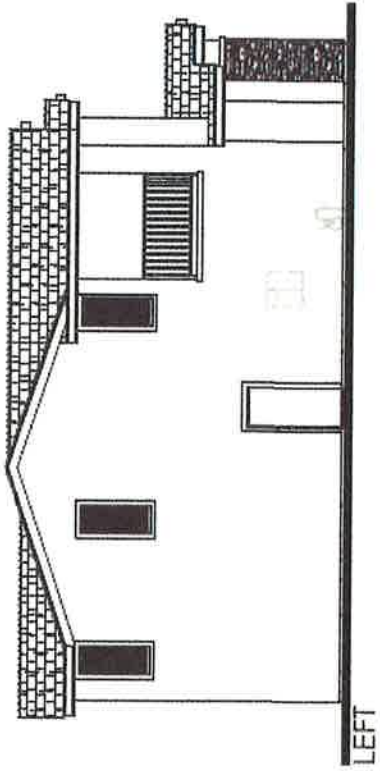
PLAN 1 - ELEVATION 'A'

FOLSOM, CALIFORNIA  
 1/4" = 1'-0"

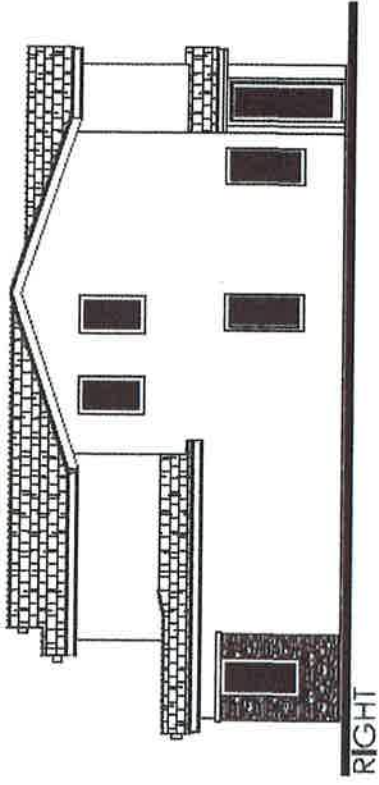
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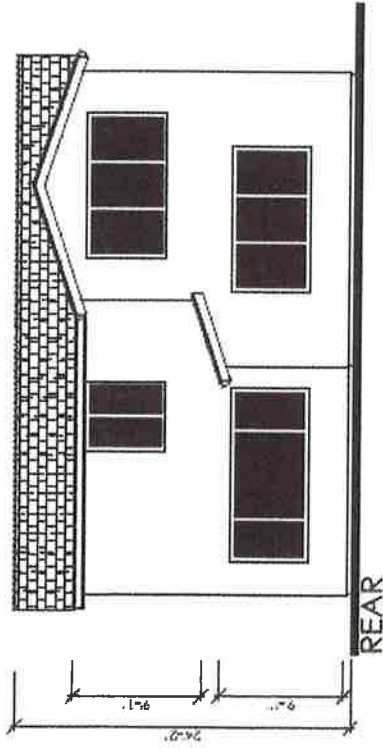
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 Architectural Services  
 530 Second Street, Suite 200  
 Oakland, California 94612  
 kitco.com  
 510.212.2410



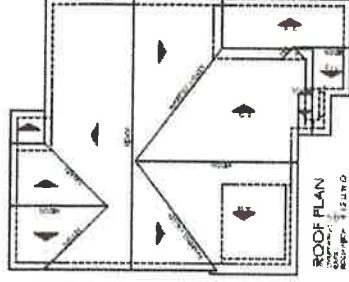
LEFT



RIGHT



REAR



Cresleigh Ravine



PLAN 1 - ELEVATION 'B'

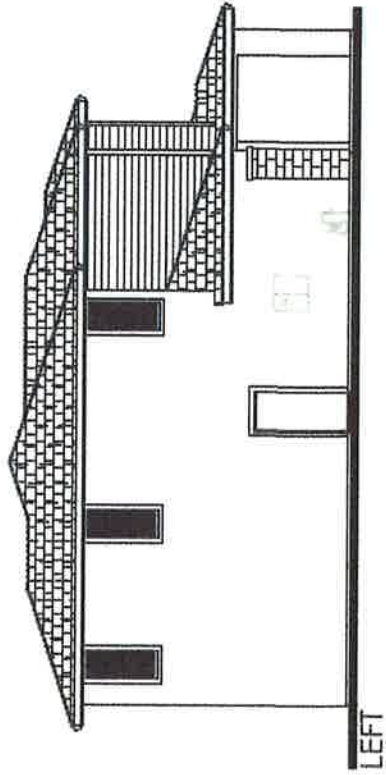
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FOLSOM, CALIFORNIA

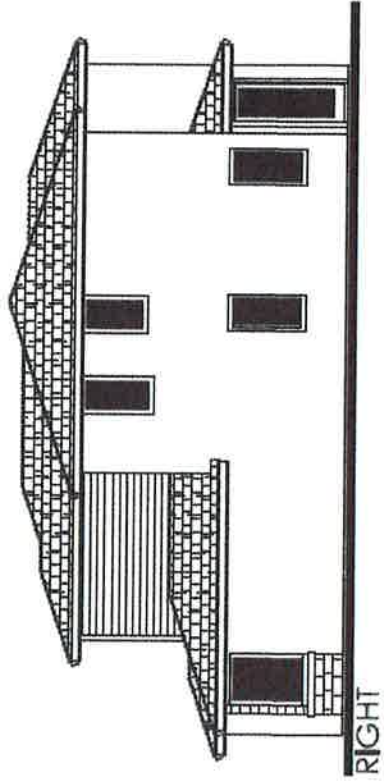
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Architectural Firm  
590 Seward Street, Suite 200  
Oakland, California 94612  
KTSY.com  
510.277.2910

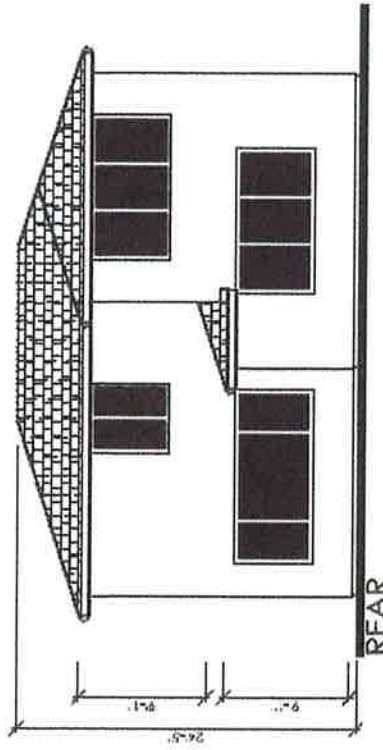




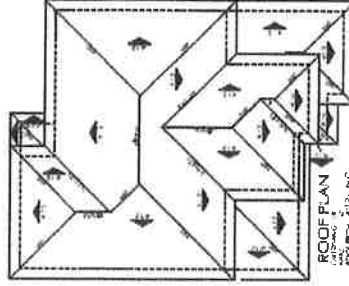
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RIGHT



REAR



Cresleigh Ravine



PLAN 1 - ELEVATION 'C'

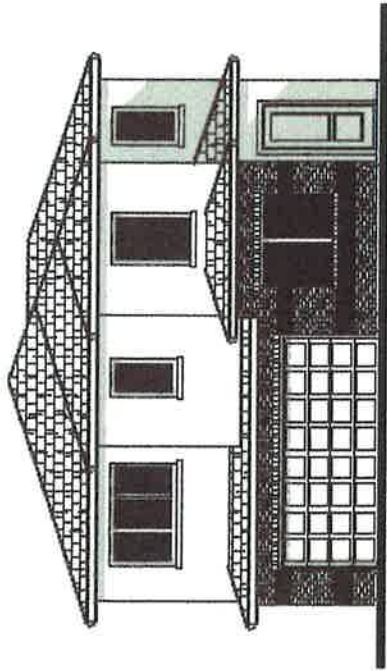
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FOLSOM, CALIFORNIA  
 95630  
 916.277.2410

KTGY Group Inc.  
 Architecture/Interior  
 250 Second Street, Suite 210  
 Oakland, California 94612  
 ktgy.com  
 510.277.2410

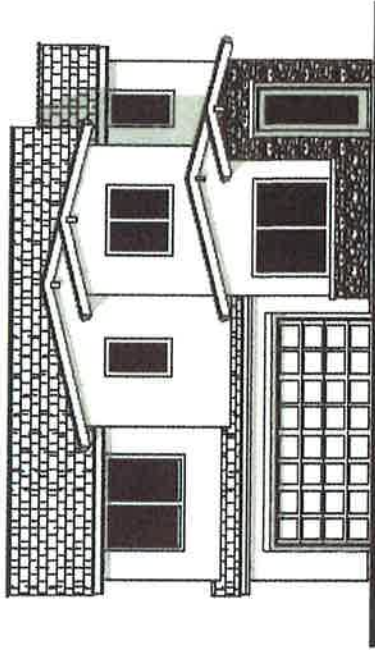






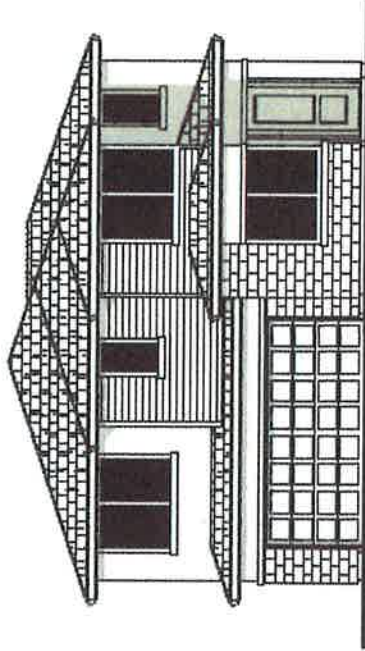
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 Stucco Finish  
 Brick Veneer  
 Enhanced Sill  
 1x Stucco Finish Trim



ELEVATION '2B'

- 2B  
 Material Legend:  
 Flat Concrete Tile Roofing  
 Stucco Finish  
 Stone Veneer  
 Enhanced Sill  
 1x Stucco Finish Trim



ELEVATION '2C'

- 2C  
 Material Legend:  
 Flat Concrete Tile Roofing  
 Stucco Finish  
 Cementitious Siding  
 Stone Veneer  
 Enhanced Sill  
 1x Stucco Finish Trim



ELEVATION '2A'



ELEVATION '2B'



ELEVATION '2C'

**Cresleigh Ravine**



**PLAN 2 - FRONT ELEVATIONS**

FOLSOM, CALIFORNIA

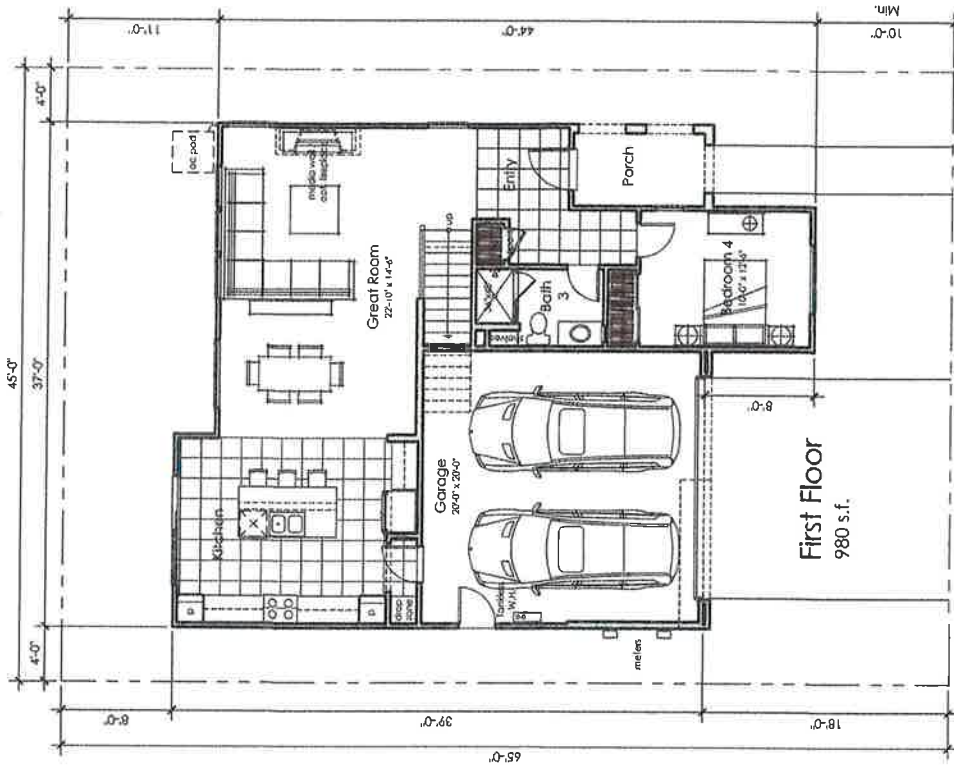
REV. 01/2014

11/17/2016

**A2.0.0**



KTGY Group, Inc.  
 Architecture+Planning  
 560 Second Street, Suite 200  
 Oakland, California 94607  
 ktgy.com  
 510.727.2810



First Floor  
980 s.f.

Floor Plan  
4 Bedrooms  
3 Baths  
2,248 s.f.

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

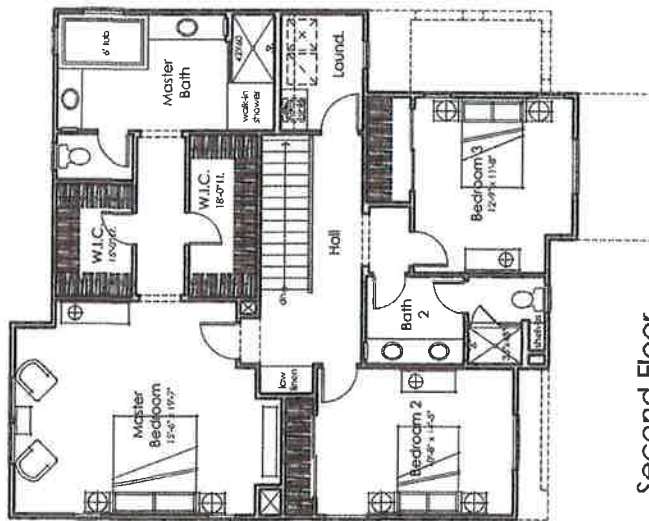
A2.1



KTGY Group, Inc.  
Architecture+Planning  
580 Second St., Suite 200  
Oakland, CA 94607  
510.272.2910  
ktgy.com

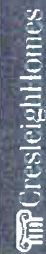
PLAN 2 FLOOR PLAN

FOLSOM, CALIFORNIA  
REV # 10/24/08

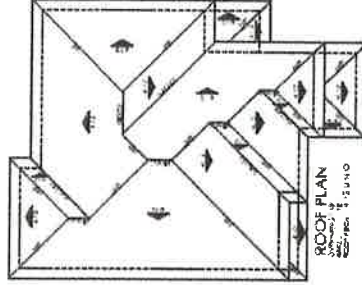
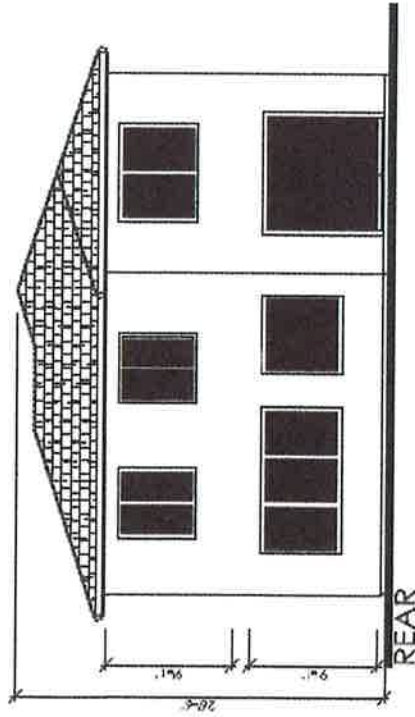
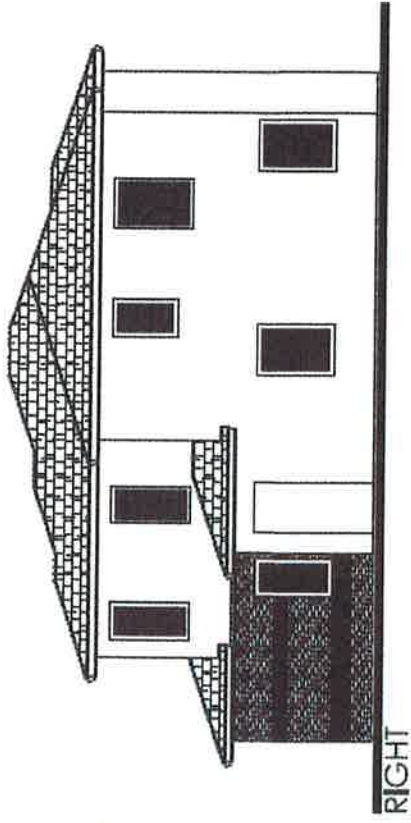
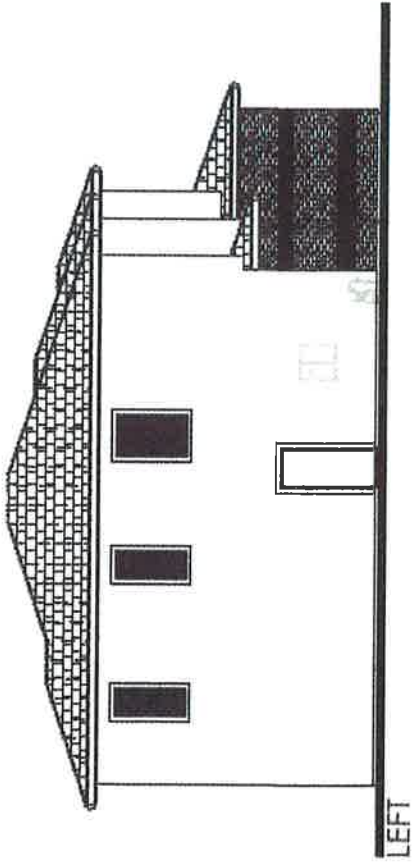


Second Floor  
1,268 s.f.

Cresleigh Ravine







Crestleigh Ravine



PLAN 2 - ELEVATION 'A'

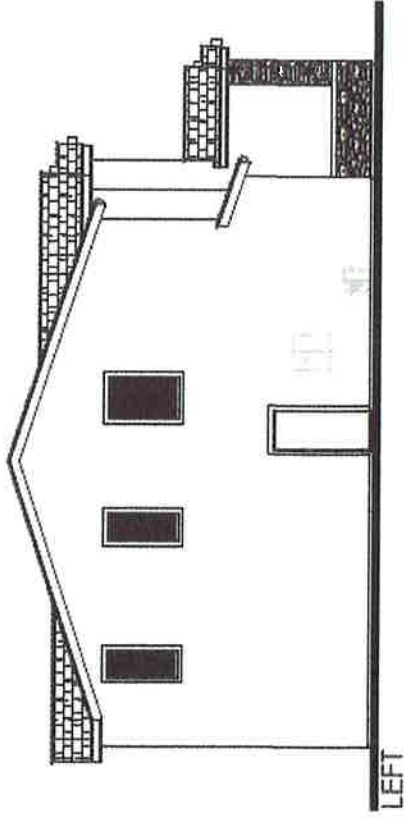
FOLSOM, CALIFORNIA  
 1/17/10

KTSBY Group, Inc.  
 Architecture-Planning  
 590 Second Street, Suite 230  
 Oakland, California 94612  
 415.777.2910

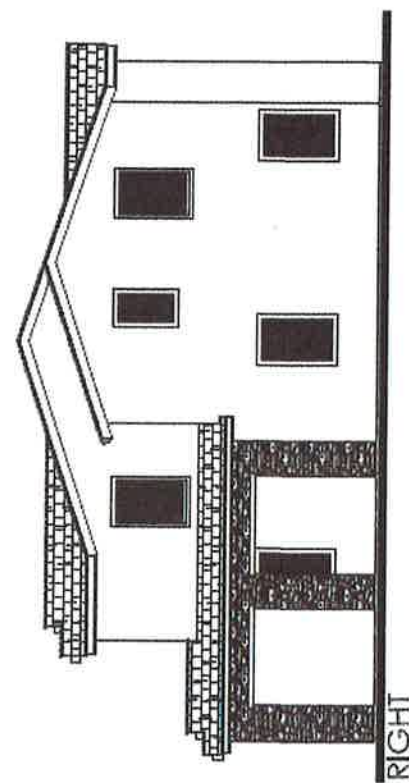


A2.2

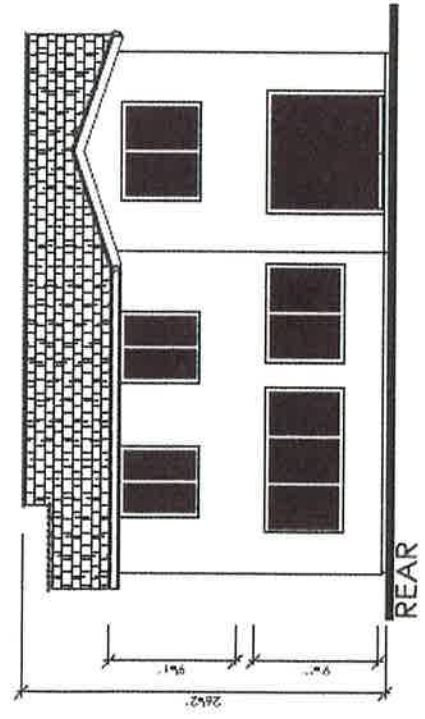




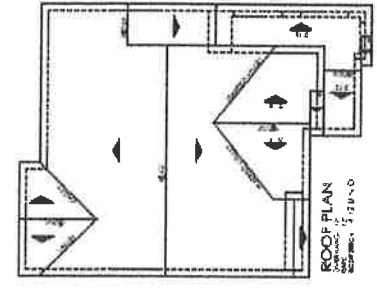
LEFT



RIGHT



REAR



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

Cresleigh Ravine



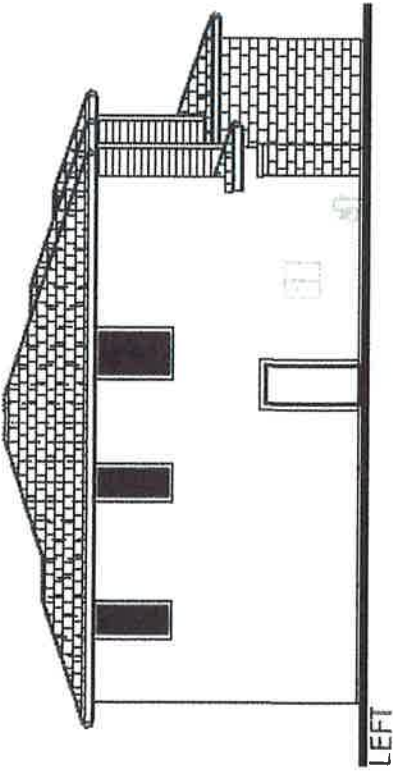
PLAN 2 - ELEVATION 'B'

FOLSOM, CALIFORNIA  
1/11/10

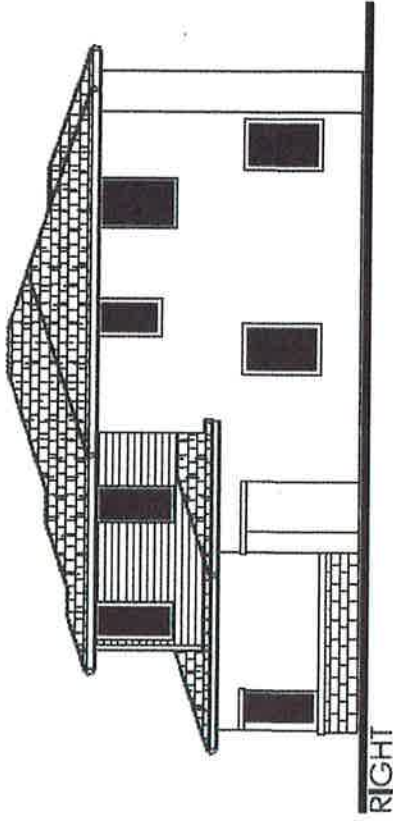
A2.3

KTGY Group, Inc.  
Architecture+Planning  
550 Second Street, Suite 200  
Oakland, California 94612  
ktgy.com  
510.237.7910

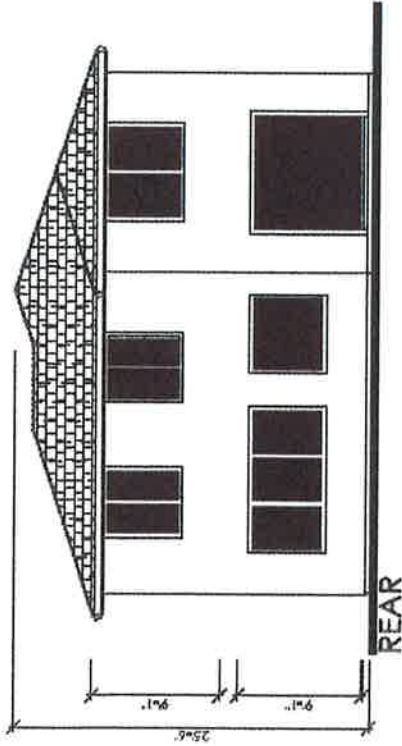




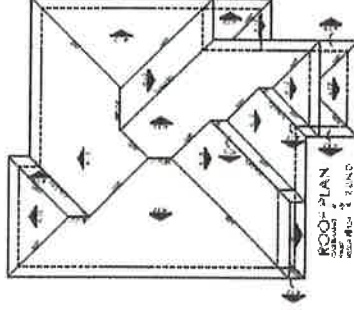
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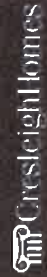
RIGHT



REAR



Cresleigh Ravine



PLAN 2 - ELEVATION 'C'

FOLSOM, CALIFORNIA

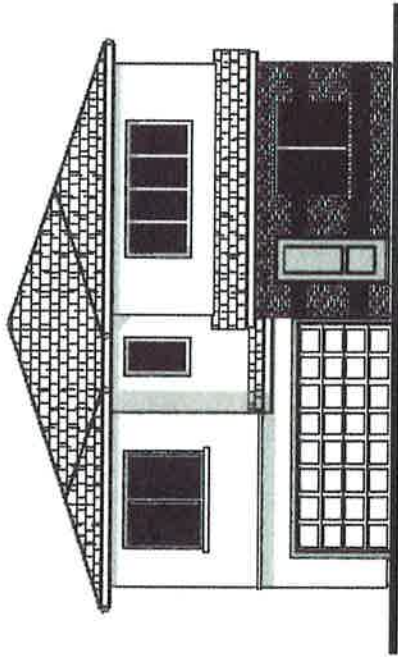
DATE

SCALE

KTSY Group Inc.  
 Architectural Planning  
 500 S. Second Street, Suite 200  
 Oakland, California 94607  
 ktsy.com  
 510.272.2910

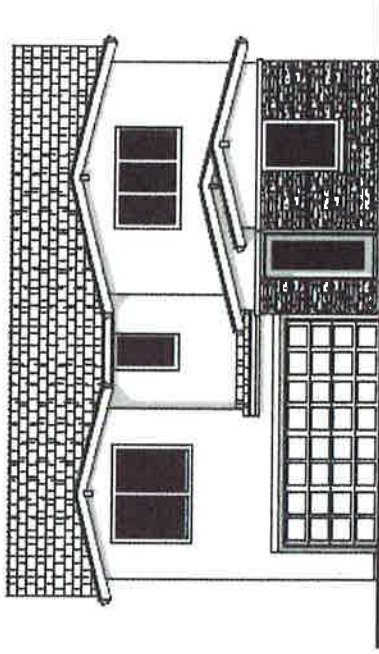


A2.4



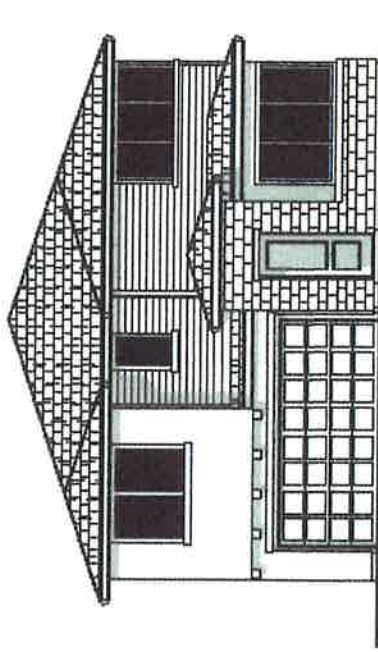
ELEVATION '3A'

- 3A  
 Material Legend:  
 Flat Concrete Tile Roofing  
 Stucco Finish  
 Brick Veneer  
 Enhanced Sills  
 1x Stucco Finish Trim



ELEVATION '3B'

- 3B  
 Material Legend:  
 Flat Concrete Tile Roofing  
 Stucco Finish  
 Stone Veneer  
 Enhanced Sills  
 1x Stucco Finish Trim



ELEVATION '3C'

- 3C  
 Material Legend:  
 Flat Concrete Tile Roofing  
 Stucco Finish  
 Cementitious Siding  
 Stone Veneer  
 Enhanced Sills  
 1x Stucco Finish Trim  
 Stucco Cornice





ELEVATION '3A'



ELEVATION '3B'



ELEVATION '3C'

Cresleigh Ravine



CresleighHomes

PLAN 3 - FRONT ELEVATIONS

FOLSOM, CALIFORNIA

408-222-8888

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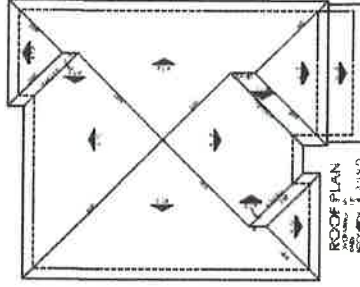
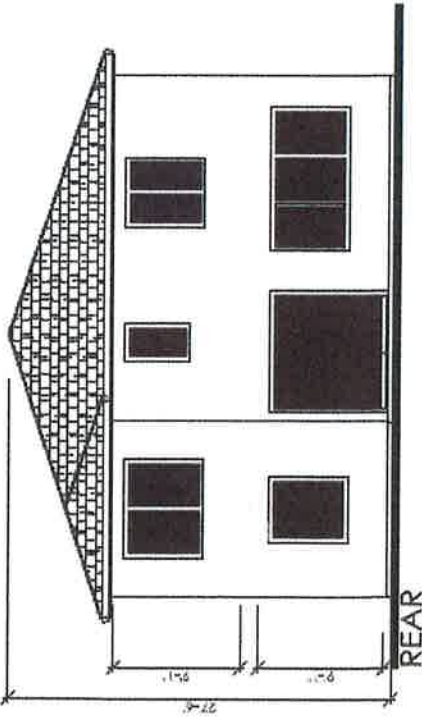
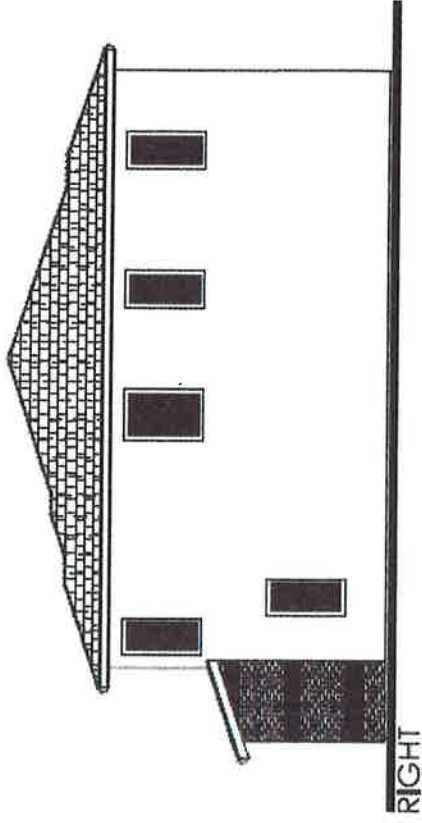
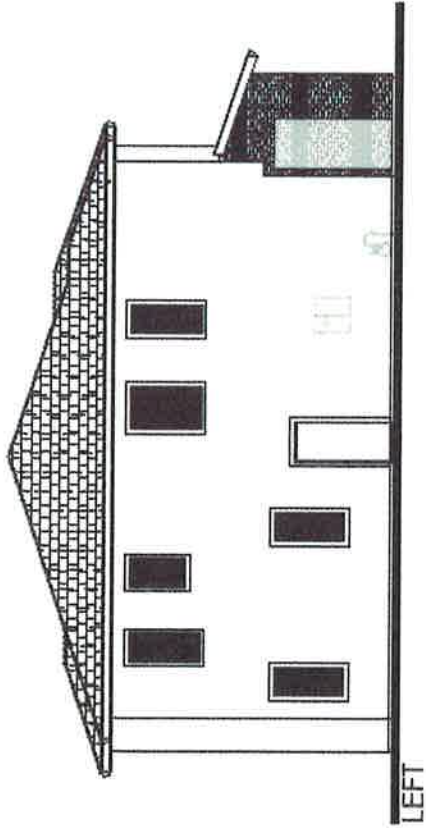
A3.0.0

KTSY Group, Inc.  
 Architecture/Planning  
 560 Steeles Street, Suite 200  
 Oakland, California 94607  
 408-222-8888  
 570-272-2310









Cresleigh Ravine



PLAN 3 - ELEVATION 'A'

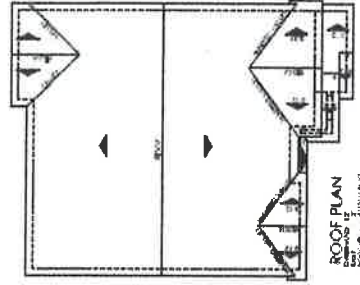
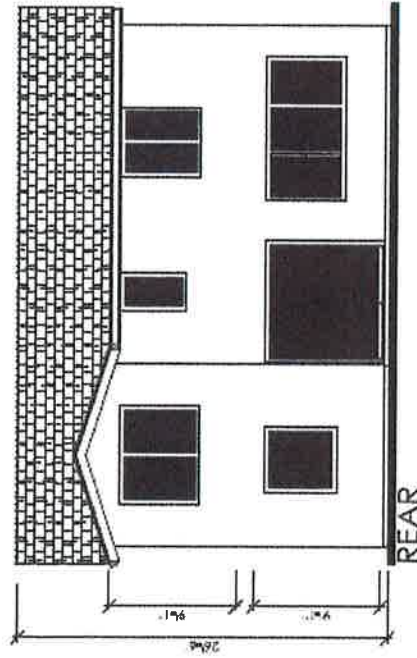
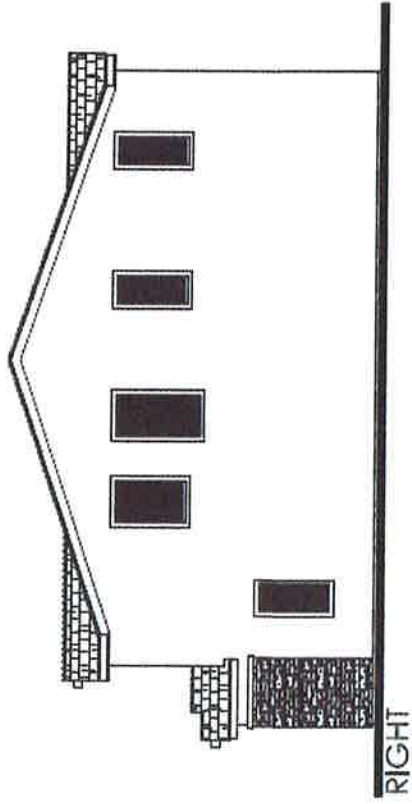
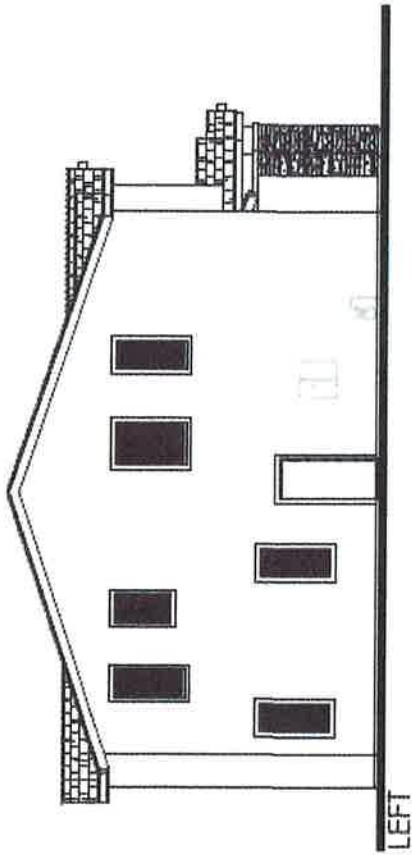
FOSON, CALIF 01/04

SCALE

A3.2



KITBY Group Inc.  
Architectural-Planning  
280, Seaward Street, Suite 200  
Oakland, California 94612  
http://www.kitby.com  
510.272.2616



Cresleigh Ravine



PLAN 3 - ELEVATION 'B'

FOLSOM, CALIFORNIA  
 02 12 2008

KTGY Group Inc.  
 Architecture-Planning  
 580 Sincard Street, Suite 200  
 Oakland, California 94607  
 ktgy.com  
 510.272.2816



A3.3

**Attachment 13**

**Preliminary Site Plan (Apartments)  
Dated November 15, 2015**





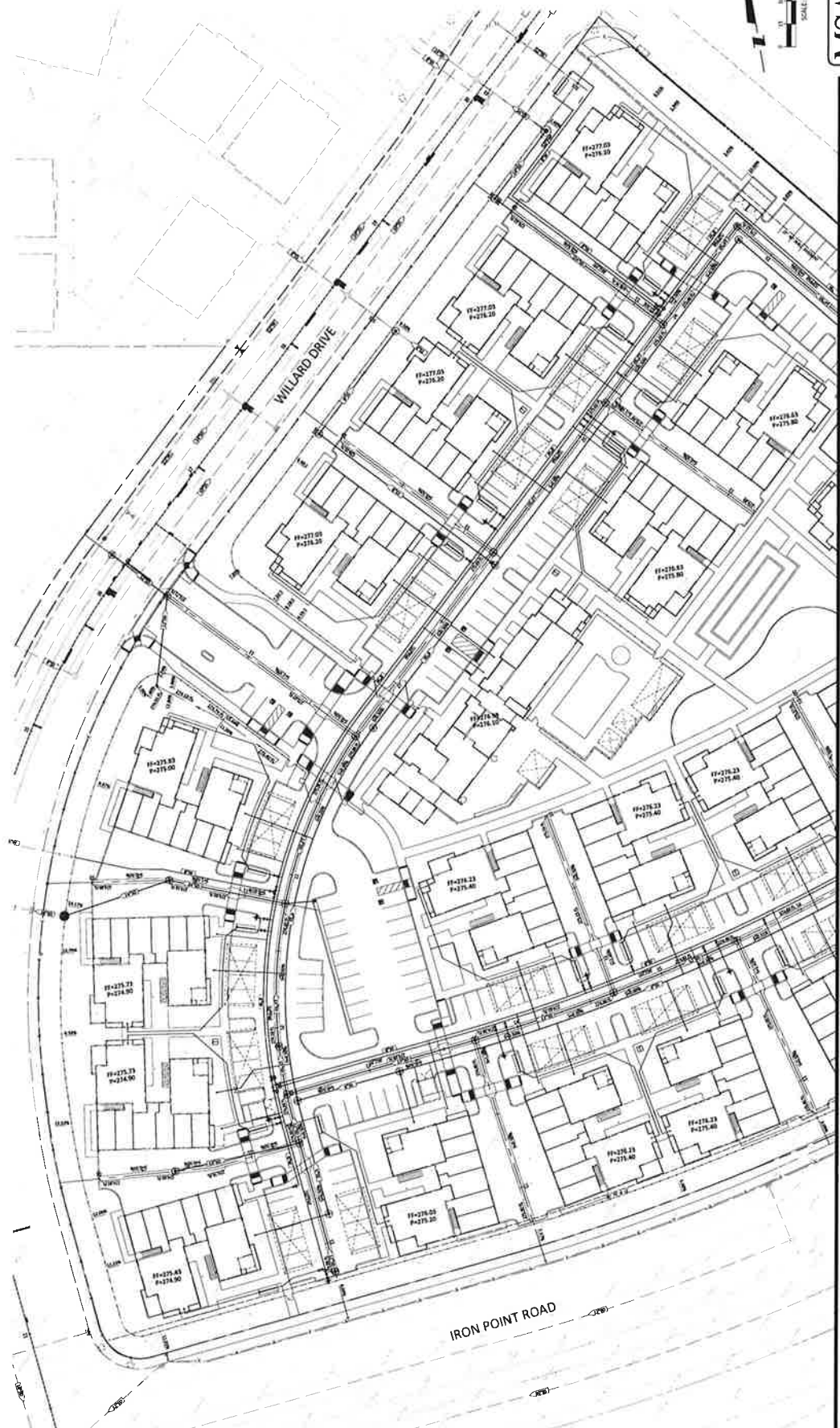
**Attachment 14**

**Preliminary Grading and Utility Plans (Apartments)  
Dated June 22, 2016**



Preliminary Grading and Utility Design for:  
**Cresleigh Commons Multi-Family Project**  
 City of Folsom, California June 22, 2016

- NOTES:  
 1. ALL BUILDING SEWER SERVICES SHALL BE 6".  
 2. ALL BUILDING FIRE SERVICES SHALL BE 4".  
 3. ALL BUILDING WATER SERVICES SHALL BE 1".



**MSA**  
 ENGINEERING

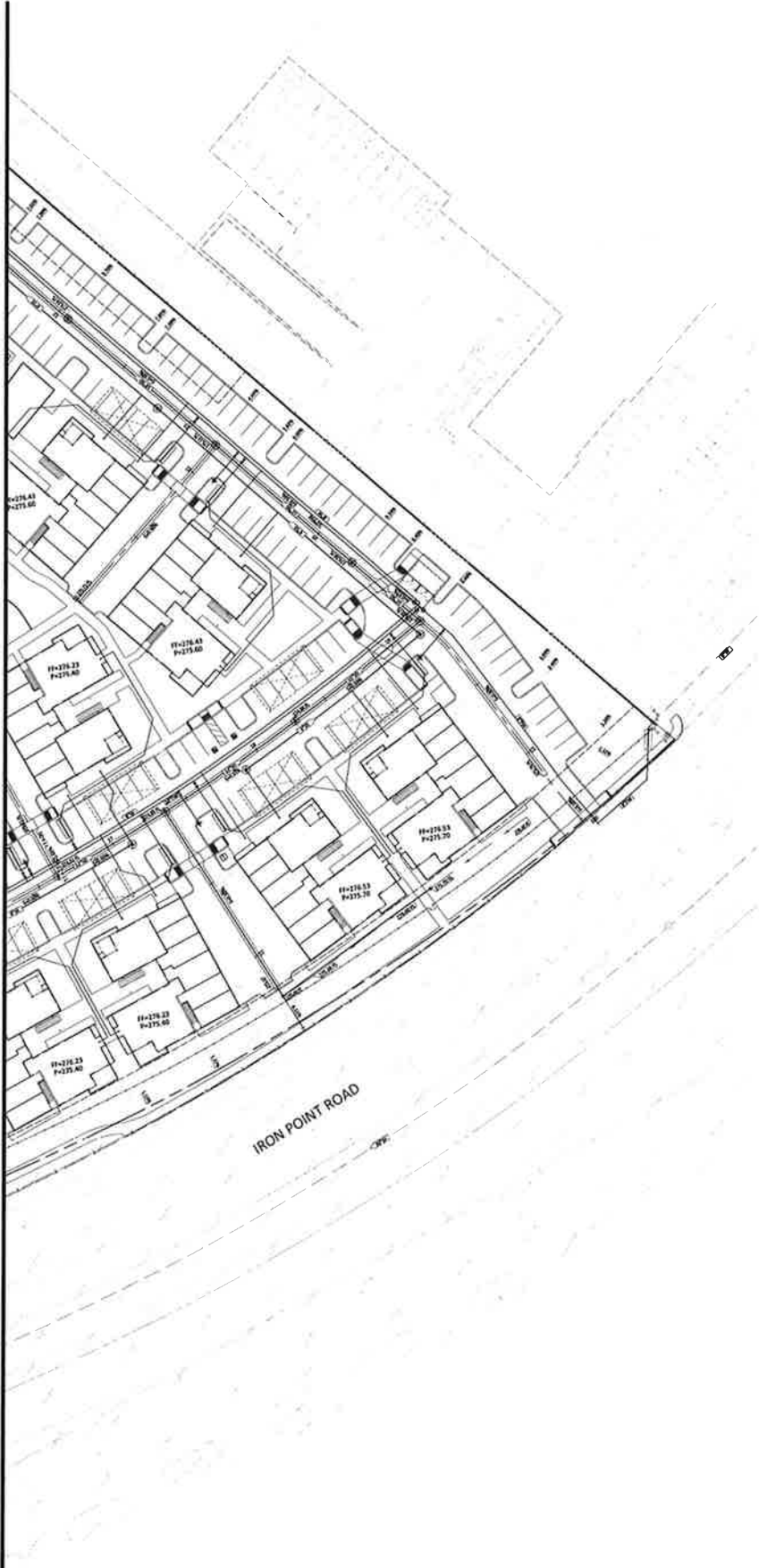
SHT 1 OF 2

SEE SHEET NO. 2

Preliminary Grading and Utility Design for:  
**Cresleigh Commons Multi-Family Project**  
City of Folsom, California June 22, 2016

- NOTES:  
1. ALL BUILDING SEWER SERVICES SHALL BE 6".  
2. ALL BUILDING FIRE SERVICES SHALL BE 6".  
3. ALL BUILDING WATER SERVICES SHALL BE 1".

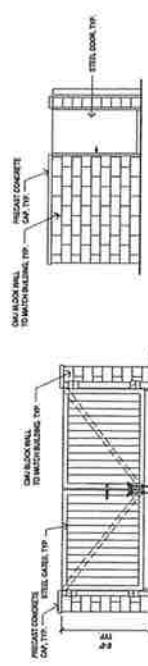
SEE SHEET NO. 1



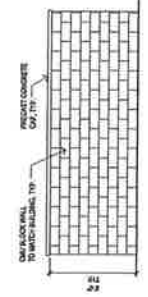


**Attachment 15**

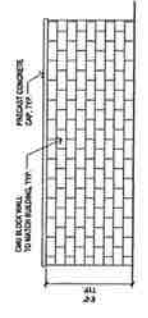
**Preliminary Site Details (Apartments)  
Dated November 13, 2015**



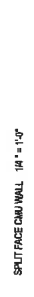
TRASH ENCLOSURE FRONT ELEVATION 14' x 14'



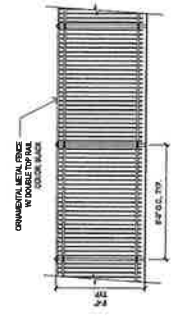
TRASH ENCLOSURE SIDE ELEVATION 14' x 14'



TRASH ENCLOSURE REAR ELEVATION 14' x 14'



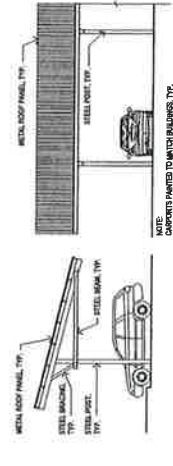
SPLIT FACE CMU WALL 14' x 14'



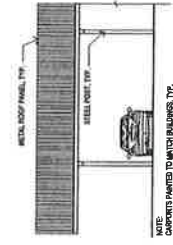
ORNAMENTAL TUBULAR STEEL FENCE 14' x 14'



LED SITE PEDESTRIAN LIGHTING



CARPORT SIDE ELEVATION 18' x 14'



CARPORT FRONT ELEVATION 18' x 14'

SITE DETAILS

DATE: 11/16/2015  
 PROJECT NO: 1193-0001  
 SCALE:  
 SHEET: A1.3

**FOLSOM APARTMENTS**  
 Willard Road at Iron Point Road  
 FOLSOM, CA



**Attachment 16**

**Preliminary Landscape Plans (Apartments)  
Dated November 13, 2015**

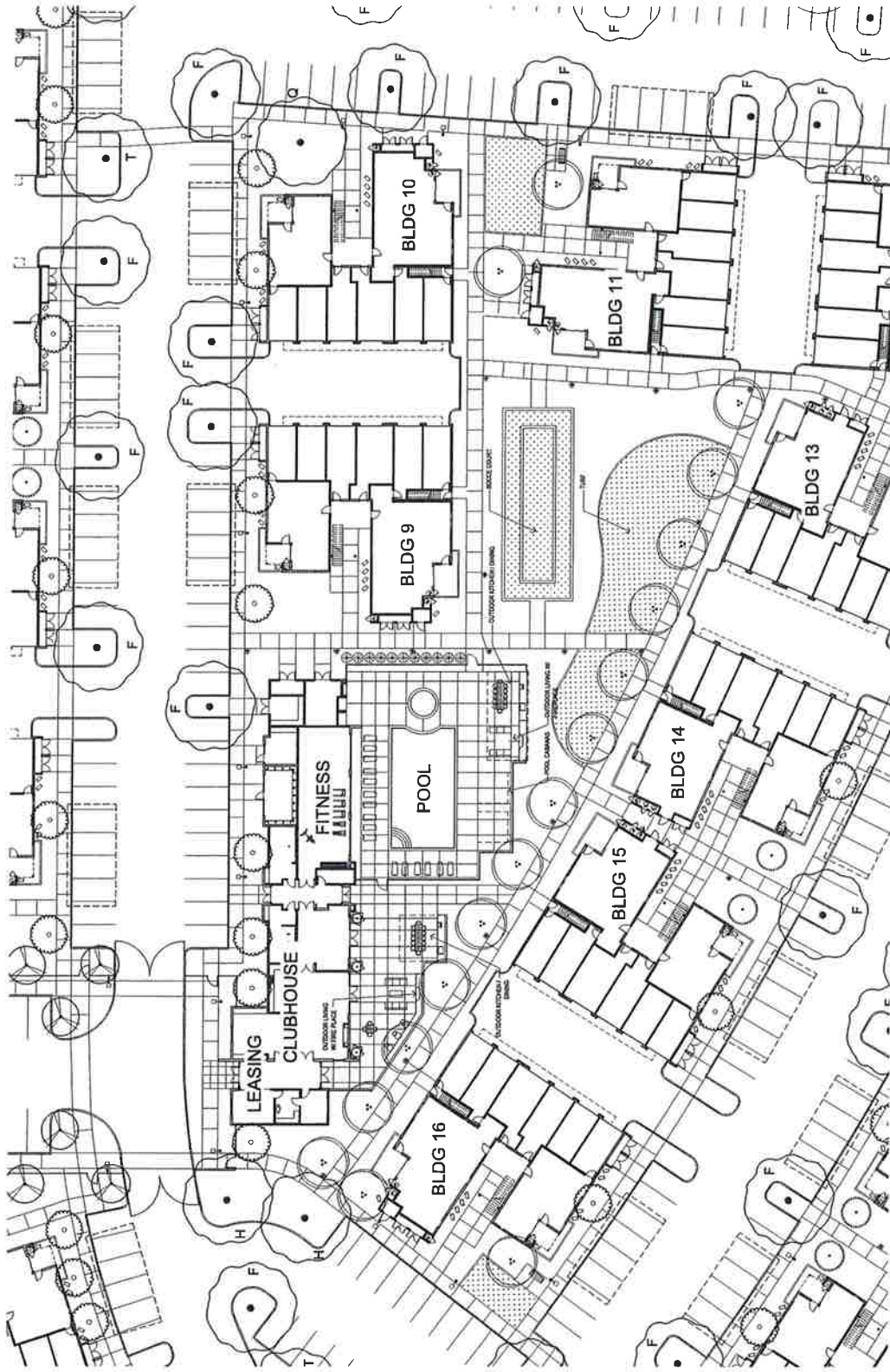


COLOR LANDSCAPE PLAN  
 DATE: 11-15-2015  
 PROJECT NO: 1193-0001  
 SCALE: 1" = 40'-0"  
 SHEET: A1.4

**FOLSOM APARTMENTS**  
 Willard Drive at Iron Point Road  
 FOLSOM, CA







SCALE: 1" = 20'-0"  
 0 20 40 60  
 FT



ENLARGED LANDSCAPE PLAN  
 -AMENITIES

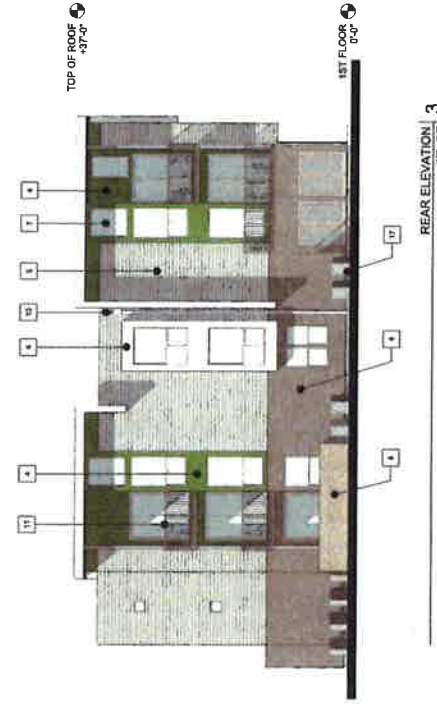
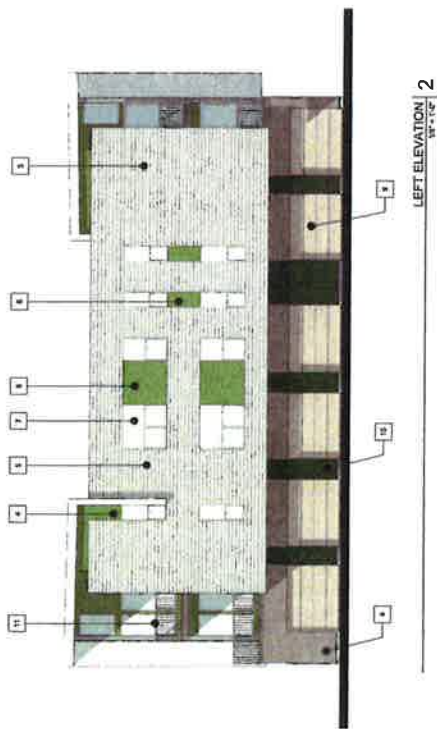
DATE: 11/16/2015  
 PROJECT NO.: 1193-0001  
 SCALE: 1" = 20'-0"  
 SHEET: A1.41

FOLSOM APARTMENTS  
 Willard Road at Iron Point Road

FOLSOM, CA

**Attachment 17**

**Building Elevations and Floor Plans (Apartments)  
Dated April 16, 2015**



- KEYNOTE LEGEND**
- 1 SINGLE PLY ROOFING
  - 2 BUILT-UP ROOFING, LOW SLOPE TO DRAIN
  - 3 STANDING SEAM ALUMINUM ROOFING W/ TRANSVERSE PANELS
  - 4 EXTERIOR CEMENT PLASTER
  - 5 FIBER CEMENT HORIZONTAL LAP SIDING
  - 6 VINYL SIDING, SMOOTH PANEL SIDING
  - 7 VINYL FRAMED WINDOWS
  - 8 CONCRETE MASONRY UNIT PATIO WALLS
  - 9 STEEL SECTIONAL GARAGE DOORS
  - 10 PAINTED METAL COLLECTOR HEAD & DOWNSPOUT
  - 11 PAINTED TUBE STEEL RAILINGS
  - 12 WOOD FRAMED EXTERIOR DECKS WITH ELASTOMERIC DECK TOPPING
  - 13 PARAPET WITH SHEET METAL COPING
  - 14 PAINTED SHEET METAL GUTTER
  - 15 METAL TRELLIS PANEL
  - 16 METAL STAIRS WITH PRECAST CONCRETE TREADS
  - 17 "SUITS CASE" TYPE CONDENSER UNITS
  - 18 METAL SHADE CANOPY
  - 19 ALUMINUM STOREFRONT SYSTEM



**FOLSOM APARTMENTS**  
Willard Drive at Iron Point Road

FOLSOM, CA

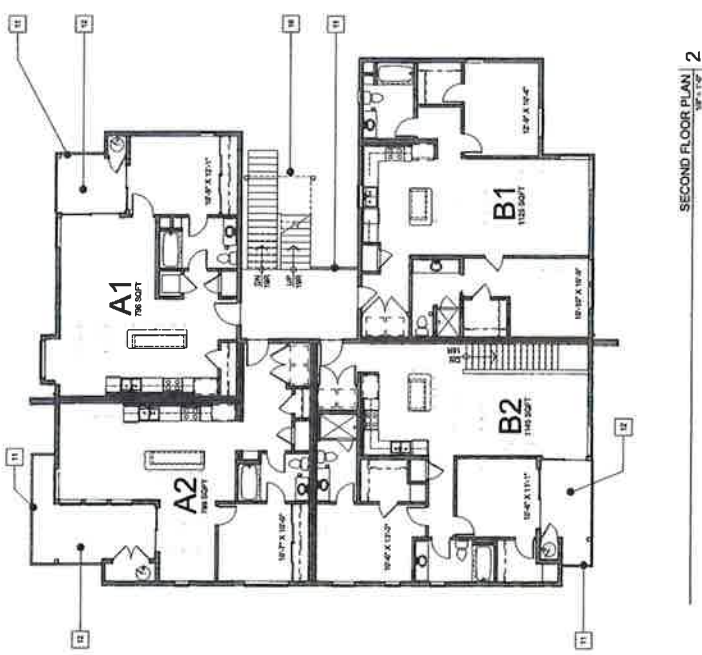
**BUILDING 1 - EXTERIOR ELEVATIONS**

DATE: 04/16/15  
PROJECT NO: 1193-0001  
SCALE:  
SHEET: A1.7

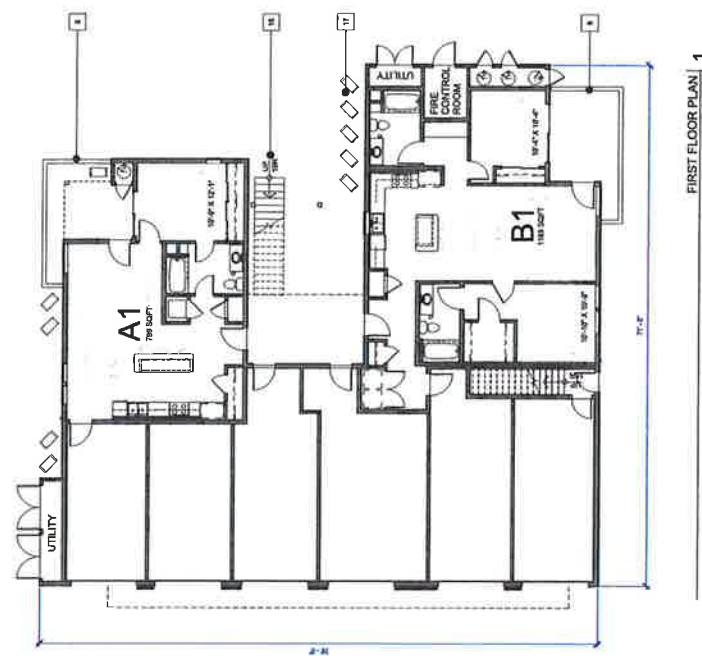


**Cresleigh Homes**





SECOND FLOOR PLAN 1/8" = 1'-0" 2



FIRST FLOOR PLAN 1/8" = 1'-0" 1

- KEYNOTE LEGEND**
- 1 SINGLE PLY ROOFING
  - 2 BUILT-UP ROOFING, LOW SLOPE TO DRAIN
  - 3 STANDING SEAM ALUMINUM FRAME SLOPED ROOFING W/ TRANSLUCENT PANELS
  - 4 EXTERIOR CEMENT PLASTER
  - 5 FIBER CEMENT HORIZONTAL LAP SIDING
  - 6 FIBER CEMENT SMOOTH PANEL SIDING
  - 7 VINYL FRAMED WINDOWS, CONCRETE MASONRY UNIT PATIO WALLS
  - 8 STEEL SECTIONAL GARAGE DOORS
  - 9 PAINTED METAL COLLECTOR HEAD & DOWNSPOUT
  - 10 PAINTED TUBE STEEL RAILINGS
  - 11 WOOD FRAMING WITH BRICK TYPING WITH ELASTOMERIC BEAR TOPPING
  - 12 PARAPET WITH SHEET METAL COPPING
  - 13 PAINTED SHEET METAL GUTTER
  - 14 METAL TRELLIS PANEL
  - 15 METAL STAIRS WITH PRECAST CONCRETE TREADS
  - 16 'SUITCASE' TYPE CONDENSER UNITS
  - 17 METAL SHUOE CANOPY
  - 18 ALUMINUM STOREFRONT SYSTEM

**FOLSOM APARTMENTS**  
Willard Drive at Iron Point Road  
FOLSOM, CA

**BUILDING 1 - FIRST & SECOND FLOOR PLAN**

DATE: 04/16/15  
PROJECT NO: 1193-0001  
SCALE:  
SHEET: A1.5





**FOLSOM APARTMENTS**  
Willard Drive at Iron Point Road  
FOLSOM, CA

FOLSOM, CA

**BUILDING 1 - THIRD FLOOR  
PLAN & ROOF PLAN**

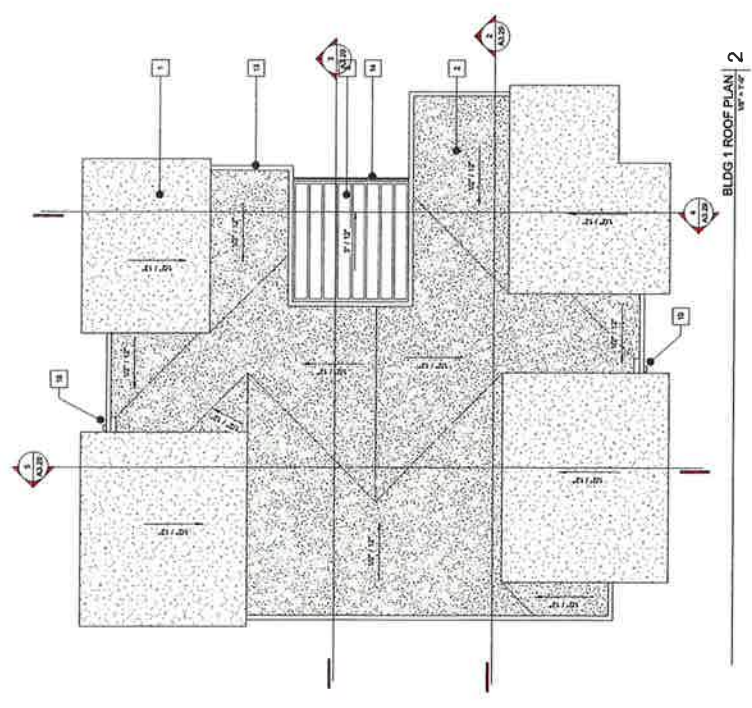
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SCALE:  
SHEET: A1.6



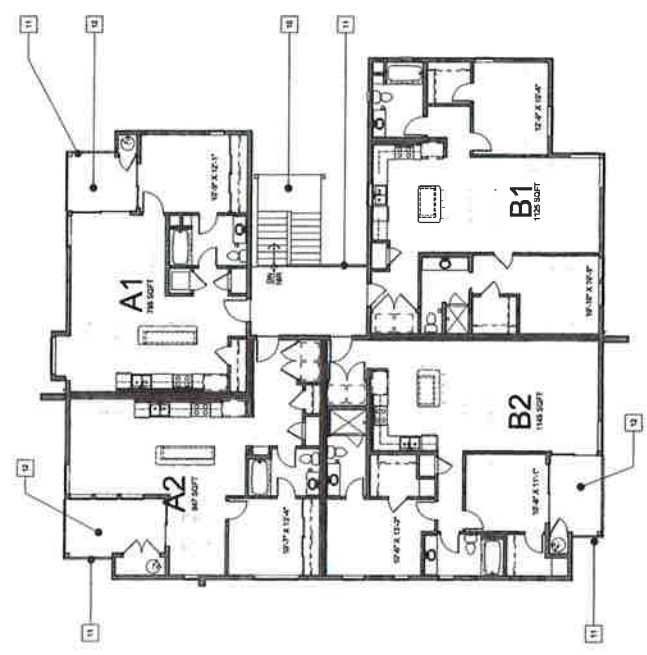
**CresleighHomes**

**LPFS**

1001 Willard Dr, Folsom, CA 95630  
Tel: (916) 451-1000  
www.cresleighhomes.com



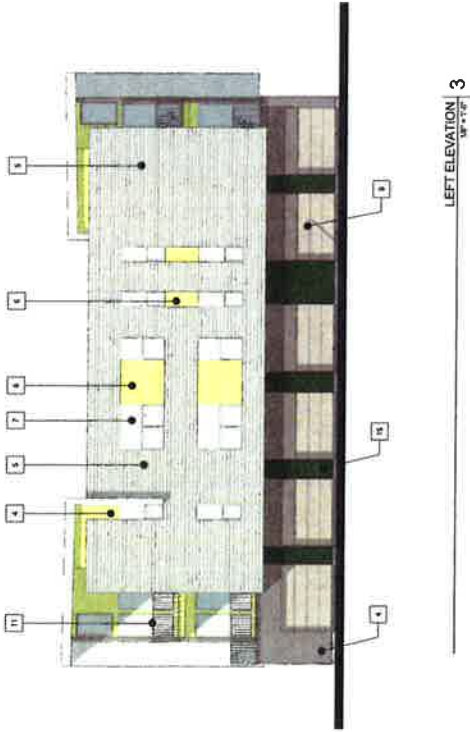
**BLDG 1 ROOF PLAN**  
1/8" = 1'-0"



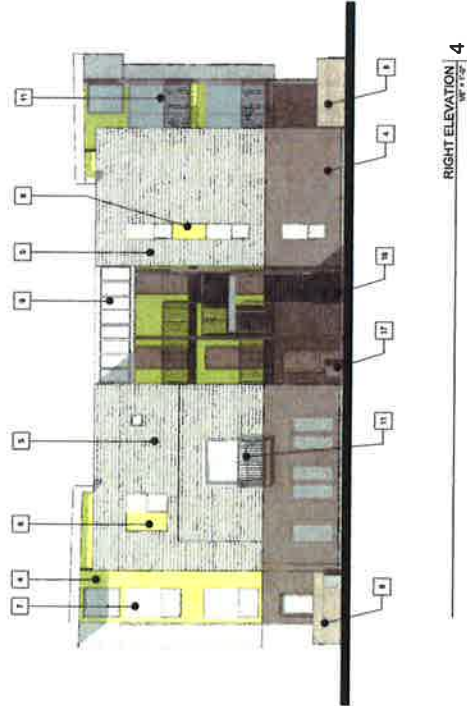
**THIRD FLOOR PLAN**  
1/8" = 1'-0"

**KEYNOTE LEGEND**

- 1 SINGLE PLY ROOFING
- 2 BUILT UP ROOFING, LOW SLOPE TO DRAIN
- 3 STAINLESS STEEL ALUMINUM FRAME SLOPED ROOFING W/ TRANSLUCENT PANELS
- 4 EXTERIOR CEMENT PLASTER
- 5 FIBER CEMENT HORIZONTAL PANEL SIDING
- 6 FIBER CEMENT SMOOTH PANEL SIDING
- 7 VINYL FRAMED WINDOWS
- 8 CONCRETE MASONRY UNIT PATIO WALLS
- 9 STEEL SECTIONAL GARAGE DOORS
- 10 PAINTED METAL COLLECTOR HOOD & DOWNSPOUT
- 11 PAINTED TUBE STEEL RAILINGS
- 12 WOOD FRAMED EXTERIOR DECKS WITH ELASTOMERIC DECK TOPPING
- 13 METAL COPING
- 14 PAINTED SHEET METAL GUTTER
- 15 METAL TRELIS PANEL
- 16 METAL STAIRS WITH PRECAST CONCRETE TREADS
- 17 "SLITCASE" TYPE CONDENSER UNITS
- 18 METAL SHADE CANOPY
- 19 ALUMINUM STOREFRONT SYSTEM



LEFT ELEVATION  
18' x 15'



RIGHT ELEVATION  
18' x 15'



REAR ELEVATION  
18' x 15'



FRONT ELEVATION  
18' x 15'

KEYNOTE LEGEND

- 1 SINGLE FLY ROOFING
- 2 BUILT-UP ROOFING, LOW SLOPE TO DRAIN
- 3 STANDING SEAM ALUMINUM FRAME SLOPED ROOFING W/ TRANSLUCENT PANELS
- 4 EXTERIOR CEMENT PLASTER, FIBER CEMENT HORIZONTAL LAP SIDING
- 5 FIBER CEMENT SMOOTH PANEL SIDING
- 6 VINYL FRAMED WINDOWS
- 7 CONCRETE MASONRY UNIT PATIO WALLS
- 8 STEEL SECTIONAL GARAGE DOORS
- 9 PAINTED METAL COLLECTOR HEAD & DOWNSPOUT
- 10 PAINTED TUBE STEEL RAILINGS
- 11 WOOD FRAMED EXTERIOR DECKS WITH ELASTOMERIC DECK TOPPING
- 12 PARAPET WITH SHEET METAL COPING
- 13 PAINTED SHEET METAL GUTTER
- 14 METAL TRELIS PANEL
- 15 METAL STAIRS WITH PRECAST CONCRETE TREADS
- 16 "SUITS CASE" TYPE CONDENSER UNITS
- 17 METAL SHADE CANDY
- 18 ALUMINUM STOREFRONT SYSTEM

TOP OF ROOF  
437.0'

1ST FLOOR  
429.0'

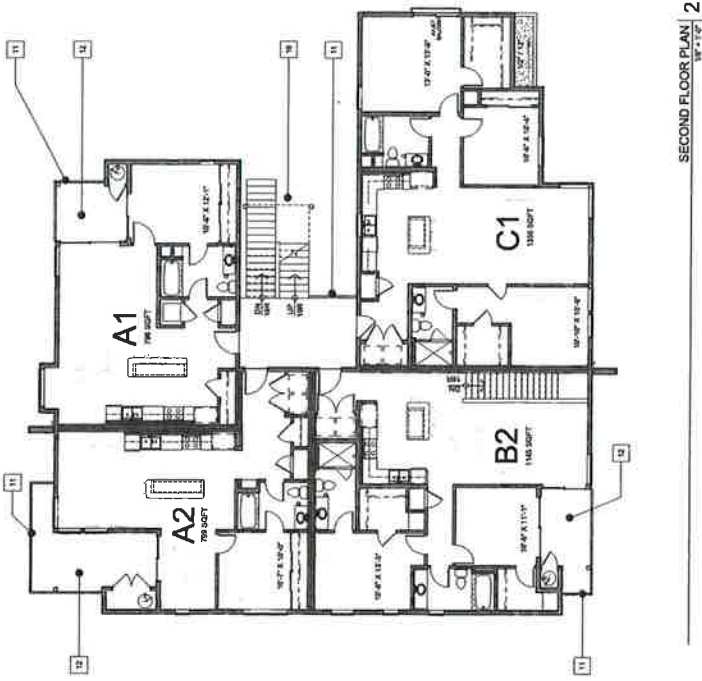
**FOLSOM APARTMENTS**  
Willard Drive at Iron Point Road

FOLSOM, CA

**BUILDING 2 - EXTERIOR ELEVATIONS**

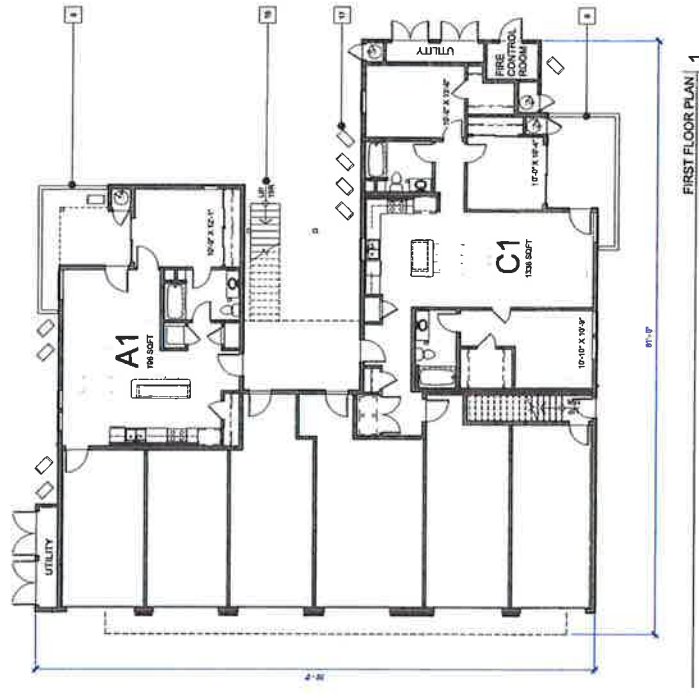
DATE: 04/16/15  
PROJECT NO: 1193-0001  
SCALE:  
SHEET: A1.10





SECOND FLOOR PLAN | 2  
81'-0" x 107'-0"

- KEYNOTE LEGEND**
- 1 SINGLE PLY ROOFING
  - 2 BUILT-UP ROOFING
  - 3 LOW SLOPE TO DRAIN
  - 4 STANDING SEAM ALUMINUM FRAME SLOPED ROOFING W/ TRANSLUCENT PANELS.
  - 5 EXTERIOR CEMENT PLASTER, FIBER CEMENT HORIZONTAL LAP SIDING.
  - 6 FIBER CEMENT SMOOTH PANEL SIDING.
  - 7 VINYL FRAMED WINDOWS.
  - 8 CONCRETE MASONRY UNIT PATIO WALLS.
  - 9 STEEL SECTIONAL GARAGE DOORS.
  - 10 PAINTED METAL COLLECTOR HEAD & DOWNSPOUT.
  - 11 PAINTED TUBE STEEL RAILINGS.
  - 12 WOOD FRAMED EXTERIOR DECKS WITH ELASTOMERIC DECK TOPPING.
  - 13 PARAPET WITH SHEET METAL COPING.
  - 14 PAINTED SHEET METAL GUTTER.
  - 15 METAL TRELLIS PANEL.
  - 16 METAL STAIRS WITH PRECAST CONCRETE TREADS.
  - 17 SUITCASE TYPE CONDENSER UNIT.
  - 18 METAL SHADE CANOPY.
  - 19 ALUMINUM STOREFRONT SYSTEM.



FIRST FLOOR PLAN | 1  
81'-0" x 107'-0"

**FOLSOM APARTMENTS**  
Willard Drive at Iron Point Road

FOLSOM, CA

**BUILDING 2 - FIRST & SECOND FLOOR PLAN**

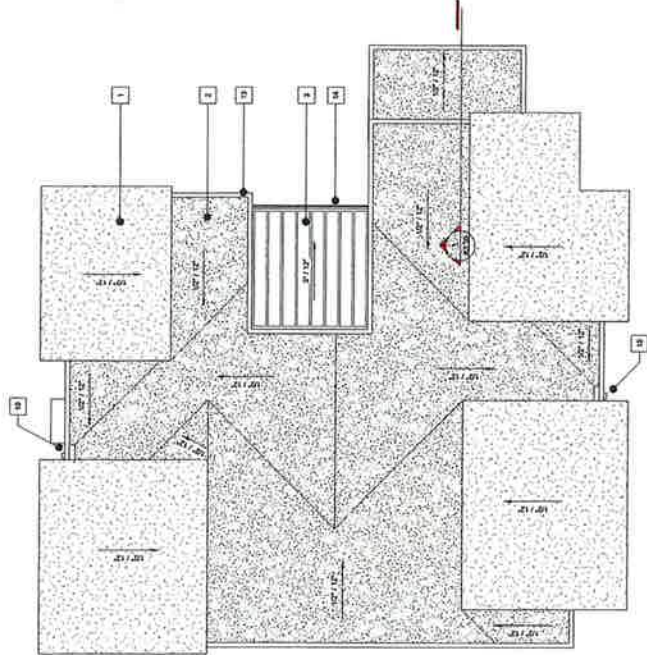
DATE: 04/16/15  
PROJECT NO: 1193-0001  
SCALE:  
SHEET: A1.8



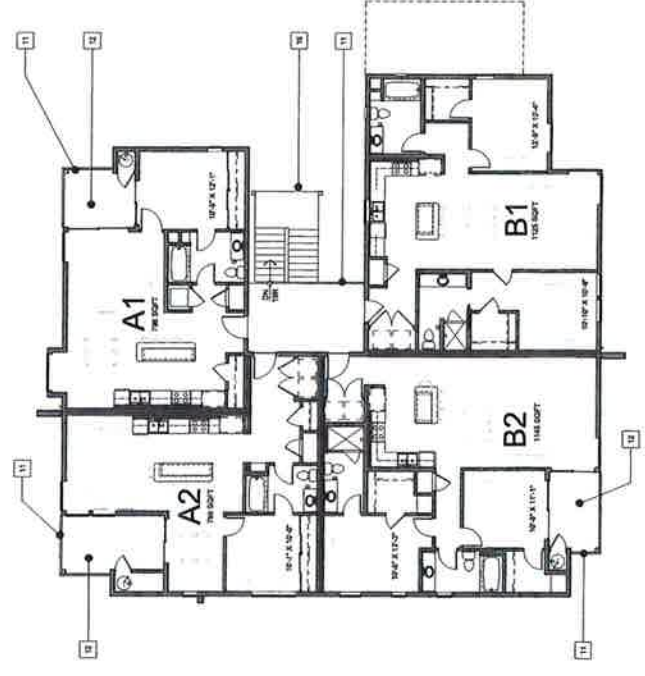
**CrestleighHomes**







BLDG 2 ROOF PLAN | 2  
1/8" = 1'-0"



THIRD FLOOR PLAN | 1  
1/8" = 1'-0"

KEYNOTE LEGEND

- 1 SINGLE PLY ROOFING
- 2 BUILT UP ROOFING  
CON. SLOPE TO DRAIN
- 3 STANDING SEAM ALUMINUM  
ROOFING W/  
TRANSPARENT PANELS
- 4 EXTERIOR CEMENT PLASTER,  
LAP SIDING
- 5 FIBER CEMENT HORIZONTAL  
LAP SIDING
- 6 VINYL CLADDING  
PANEL SIDING
- 7 VINYL FRAMED WINDOWS
- 8 CONCRETE MASONRY UNIT  
PARTIAL WALLS
- 9 STEEL SECTIONAL GARAGE DOORS
- 10 PAINTED METAL COLLECTOR  
HEAD & DOWNSPOUT
- 11 PAINTED TUBE STEEL RAILLINGS
- 12 WOOD FRAMED EXTERIOR DECKS  
WITH ELASTOMERIC DECK TOPPING,  
PARADEY WITH SHEET  
METAL COPING
- 13 PAINTED SHEET METAL GUTTER
- 14 METAL TRELLIS PANEL
- 15 METAL STAIRS WITH PRECAST  
CONCRETE TREADS
- 16 "SUITCASE" TYPE CONDENSER  
UNITS
- 17 METAL SHADE CANOPY
- 18 ALUMINUM STOREFRONT SYSTEM

**FOLSOM APARTMENTS**  
Willard Drive at Iron Point Road  
FOLSOM, CA

**BUILDING 2 - THIRD FLOOR  
PLAN & ROOF PLAN**

DATE: 04/16/15  
PROJECT NO: 1193-0001  
SCALE:  
SHEET: A1.9



**CresleighHomes**





**Attachment 18**

**Building Renderings (Apartments)  
Dated April 16, 2015**





**FOLSOM APARTMENTS**  
Willard Drive at Iron Point Road

FOLSOM, CA

COURTYARD PERSPECTIVE

DATE: 04/16/15  
PROJECT NO.: 1193-0001  
SCALE:  
SHEET: A1.12



**CresleighHomes**

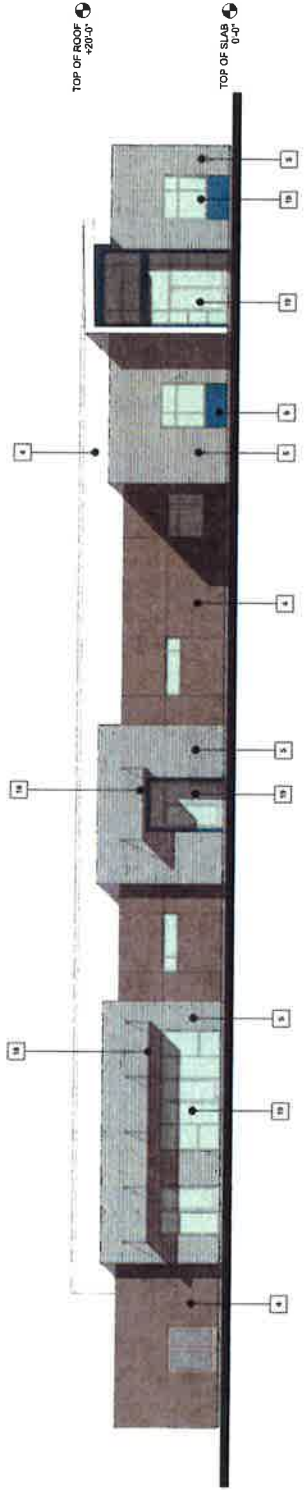
LPAS

2011 Espinosa Park Drive, Suite 100, Folsom, CA 95630  
Folsom, CA 95630 | [www.cresleighhomes.com](http://www.cresleighhomes.com)

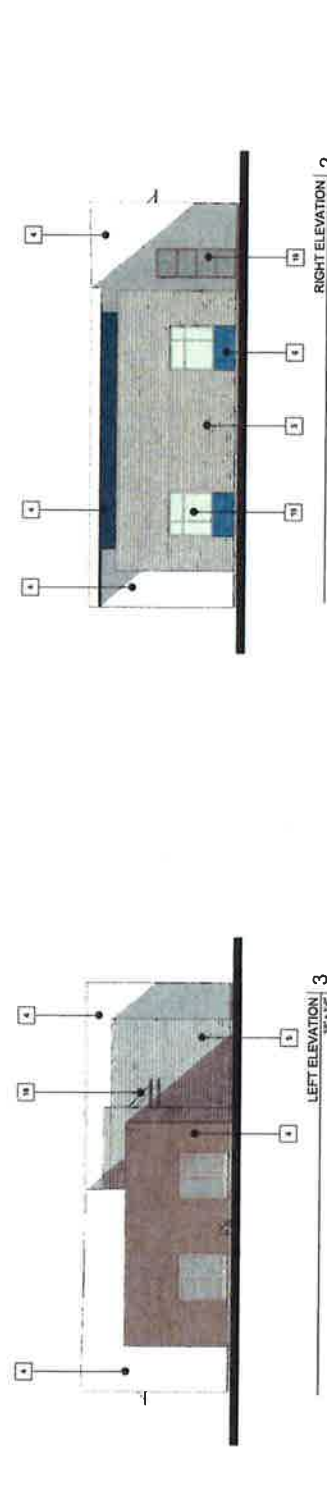
**Attachment 19**

**Clubhouse Elevations and Floor Plans (Apartments)  
Dated April 16, 2015**

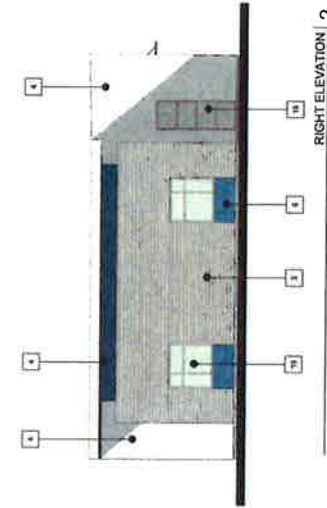




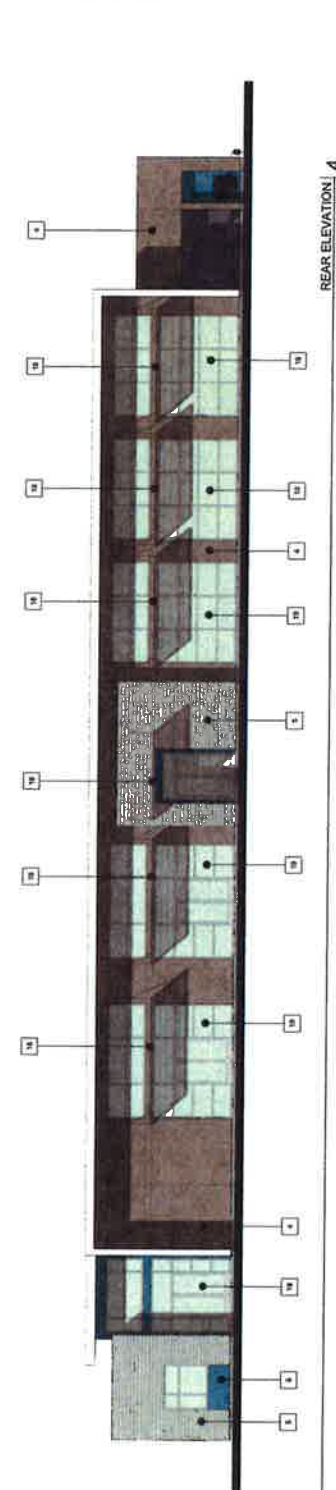
FRONT ELEVATION | 1



LEFT ELEVATION | 3



RIGHT ELEVATION | 2



REAR ELEVATION | 4

- KEYNOTE LEGEND**
- 1 SINGLE PLY ROOFING
  - 2 BUILD UP ROOFING LOW SLOPE TO DRAIN
  - 3 STANDING SEAM ALUMINUM FRAME SLOPED ROOFING W/ TRANSLUCENT PANELS
  - 4 EXTERIOR CEMENT PLASTER, FIBER CEMENT HORIZONTAL LAP SIDING
  - 5 FIBER CEMENT SMOOTH PANEL SIDING
  - 6 VINYL FRAMED WINDOWS
  - 7 CONCRETE MASONRY UNIT PATIO WALLS
  - 8 STEEL SECTIONAL GARAGE DOORS
  - 9 PAINTED METAL COLLECTOR HEAD & DOWNSPOUT
  - 10 PAINTED TUBE STEEL RAILINGS
  - 11 WOOD FRAMED ECHOSCREENS WITH ELASTOMERIC DECK TOPPING
  - 12 PARAPET WITH SHEET METAL COPING
  - 13 PAINTED SHEET METAL GUTTER
  - 14 METAL TRELIS PANEL
  - 15 METAL STAIRS WITH PRECAST CONCRETE TREADS
  - 16 "SUITCASE" TYPE CONDENSER UNITS
  - 17 METAL SHADE CANOPY
  - 18 ALUMINUM STOREFRONT SYSTEM

**FOLSOM APARTMENTS**  
Willard Drive at Iron Point Road

FOLSOM, CA

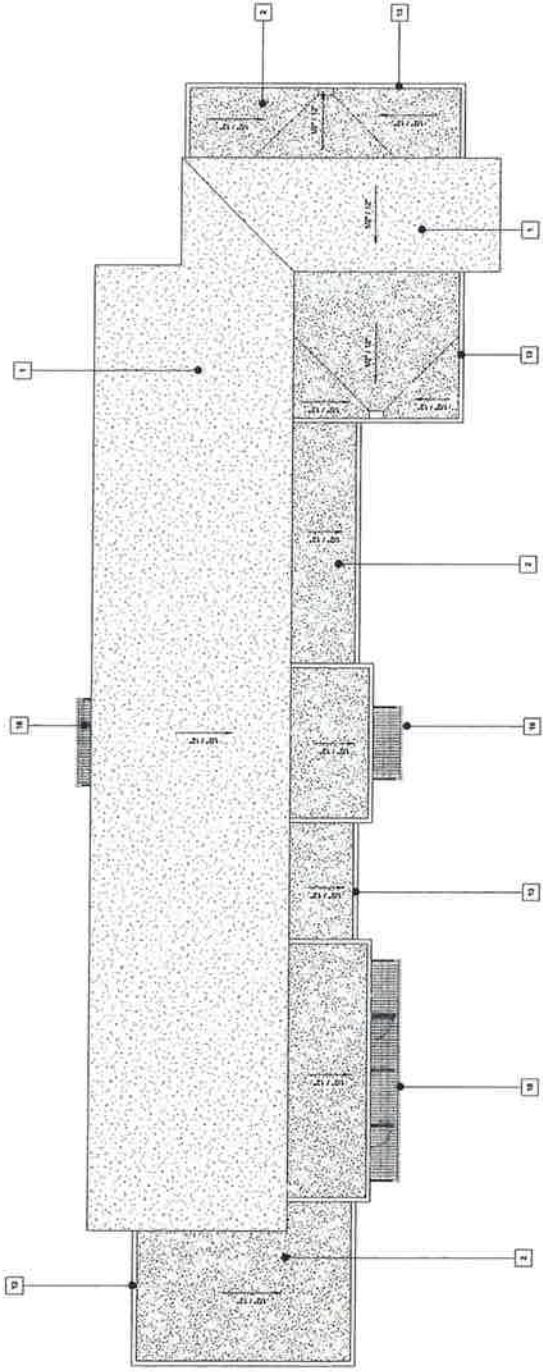
**CLUBHOUSE EXTERIOR ELEVATIONS**

DATE: 04/16/15  
PROJECT NO: 1193-0001  
SCALE: AS SHOWN  
SHEET: A1.14

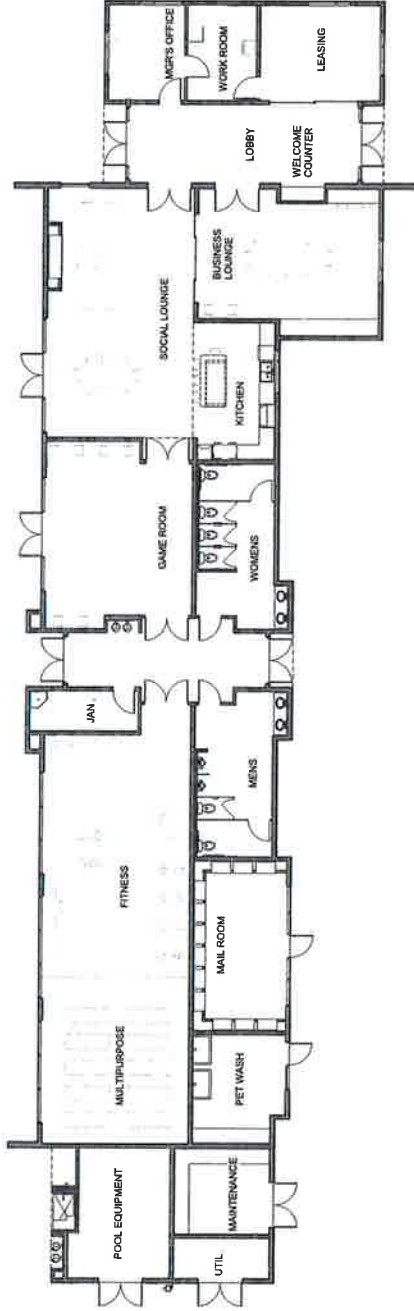


**Cresleigh Homes**





CLUBHOUSE ROOF PLAN 2



CLUBHOUSE: 5,440 SQ. FT.  
 POOL EQUIP/ MAINTENANCE: 358 SQ. FT.  
 TOTAL: 5,798 SQ. FT.

FLOOR PLAN 1

KEYNOTE LEGEND

- 1 SINGLE PLY ROOFING
- 2 BUILT-UP ROOFING, LOW SLOPE TO DRAIN
- 3 STANDING SEAM ALUMINUM FRAME SLOPED ROOFING W/ TRANSLUCENT PANELS
- 4 EXTERIOR CEMENT PLASTER
- 5 FIBER CEMENT HORIZONTAL LAF SIDING
- 6 FIBER CEMENT SMOOTH PANEL SIDING
- 7 VINYL FRAMED WINDOWS
- 8 CONCRETE MASONRY UNIT PATIO WALLS
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- 14 PAINTED SHEET METAL GUTTER
- 15 METAL TRELLIS PANEL
- 16 METAL STAIRS WITH PRECAST CONCRETE TREADS
- 17 "SUITS CASE" TYPE CONDENSER UNITS
- 18 METAL SHADE CANOPY
- 19 ALUMINUM STOREFRONT SYSTEM

**FOLSOM APARTMENTS**  
 Willard Drive at Iron Point Road

FOLSOM, CA

**CLUBHOUSE FLOOR PLAN &  
 ROOF PLAN**

DATE: 04/16/15  
 PROJECT NO: 1183-0001  
 SCALE:  
 SHEET: A1.13



LPAS

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## Attachment 20

### Access and Circulation Plan










CRESLEIGH  
RAVINE

CAMPUS AT  
IRON POINT

**LEGEND**

-  SIDEWALK / CROSSWALK
-  PROPOSED SIDEWALK / CROSSWALK
-  BIKE LANE
-  MEDIAN
-  TRAFFIC SIGNAL



## Attachment 21

### Inclusionary Housing Plan (Single-Family)



# CresleighHomes®

April 6, 2016

Mr. Steve Banks  
Senior Planner  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

**SUBJECT:** Inclusionary Housing Plan for Cresleigh Ravine (PN 15-162).

Dear Mr. Banks:

We will satisfy the requirements under the inclusionary housing ordinance for the for-sale only portion of the project by paying the in-lieu fee as allowed under the Inclusionary Housing Ordinance whereby we satisfy the obligation by providing an in-lieu fee of 1% of the lowest price for-sale residential unit in the single family subdivision for all residential lots in the subdivision as currently allowed and required under the ordinance.

As we establish pricing and update pricing for each project phase we will provide home pricing to the City to verify how we are calculating the in lieu inclusionary fee. We would like to retain the option to pay all of our inclusionary housing fees with our initial phase, but understand if the City has a different format preference for how inclusionary housing fees are paid.

If you have any questions, please feel free to call me.

Sincerely,

Deana Ellis  
Vice President Land Resources

## Attachment 22

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

**Cresleigh Ravine and Campus  
at Iron Point Mixed  
Residential Development**

Draft Initial Study  
and Environmental Evaluation

April 2016

Prepared for:  
**City of Folsom**  
**Community Development Department**  
50 Natoma Street  
Folsom, CA 95630

Prepared by:  
**HELIX Environmental Planning, Inc.**  
11 Natoma Street, Suite 155  
Folsom, CA 95630



**Cresleigh Ravine and Campus at Iron Point Mixed Residential Development**

**Draft Initial Study  
and  
Environmental Evaluation**

*Prepared for:*

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

*Prepared by:*

HELIX Environmental Planning, Inc.  
11 Natoma Street, Suite 155  
Folsom, CA 95630

**April 2016**

## ENVIRONMENTAL DETERMINATION

On the basis of the initial evaluation that follows:

- I find that the proposed project WOULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.

- I find that although the proposed project could have a significant effect on the environment, the project impacts were adequately addressed in an earlier document or there will not be a significant effect in this case because revisions in the project have been made that will avoid or reduce any potential significant effects to a less than significant level. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT will be prepared.

- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment; but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by MMs based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or MMs that are imposed upon the proposed project, nothing further is required.

David E. Miller  
Signature

April 21, 2016  
Date

David E. Miller  
Printed Name

April 21, 2016  
Date

**CRESLEIGH RAVINE AND CAMPUS AT IRON POINT MIXED RESIDENTIAL DEVELOPMENT  
DRAFT INITIAL STUDY AND ENVIRONMENTAL EVALUATION**

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**INITIAL STUDY AND  
ENVIRONMENTAL EVALUATION**

<b>Project Title:</b>	Cresleigh Ravine and Campus at Iron Point Mixed Residential Development
<b>Entitlements Requested:</b>	General Plan Amendment Rezone Tentative Subdivision Map Planned Development Permit
<b>Lead Agency Name and Address:</b>	City of Folsom Community Development Department 50 Natoma Street Folsom, CA 95630
<b>Contact Person and Phone Number</b>	Steve Banks, Principal Planner (916) 355-7385
<b>Project Applicants:</b>	Folsom Urban Homes, LLC Folsom Residences, LLC
<b>General Plan Designation:</b> Community Commercial (CC)	<b>Existing Zoning:</b> General Commercial Planned Development District (C-3 PD)

---

## 1.0 INTRODUCTION

This Initial Study addresses the proposed Cresleigh Ravine and Campus at Iron Point Mixed Residential Development project (proposed project) and whether it may cause significant effects on the environment. These potential environmental effects are further evaluated to determine whether they were examined in the Folsom General Plan Environmental Impact Report (EIR; 1988) as amended by the EIR for the East Area Facilities Plan (1992). In particular, consistent with California Public Resources Code (PRC) Section 21083.3 (the California Environmental Quality Act or CEQA), this Initial Study focuses on any effects on the environment which are specific to the proposed project, or to the parcels on which the project would be located. This includes environmental effects not addressed or analyzed as potentially significant effects in the General Plan EIR as amended by the EIR for the East Area Facilities Plan, or for which substantial new information shows that identified effects would be more significant than described in the previous EIRs. For additional information regarding the relationship between the proposed project and the previous EIRs, see Section 6 of this Initial Study.

The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [§15152(b)(2)] of the State CEQA Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on State CEQA Guidelines Sections 15064 and 15064.4 in its determination of the significance of environmental effects. According to Section 15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.

## 2.0 DESCRIPTION OF PROJECT

### 2.1 PROJECT LOCATION

The project site consists of two parcels totaling 17.3 acres, situated in east/central City of Folsom in northeastern Sacramento County, California. Cresleigh Ravine (western parcel) is a 7.2-acre parcel located northwest of the intersection of Willard Drive with Iron Point Road. The parcel is identified as Assessor's Parcel Number (APN) 072-0010-109. The Campus at Iron Point (eastern parcel) is a 10.1-acre parcel located northeast of the intersection of Willard Drive at Iron Point Road; this parcel is identified as APN 072-0010-110. The project site is located in unsectioned lands of the Rancho Rio de los Americanos land grant, and is depicted on the United States Geological Survey (USGS) 7.5 minute "Folsom" quadrangle. Refer to **Figure 1** for the project location and **Figure 2** for the APNs and parcel boundaries on an aerial image (**Appendix A**).

### 2.2 PROJECT SETTING AND SURROUNDING LAND USES

The project site is located in a built-out area of the city, which is characterized by a combination of residential development, retail/commercial centers, and commercial businesses. The Intel campus is located south of Iron Point Road, immediately south of the project site, and Folsom High School is located approximately 0.2 mile southeast of the project site.

The project site is currently undeveloped, has previously been mass graded, and is bounded by a multi-family residential neighborhood and retail/commercial center (Folsom Corners) to the north, a retail/commercial center (Prairie City Crossing, which includes a Safeway supermarket) to the east, Iron Point Road to the south, and a single family residential neighborhood to the west. Neighboring land uses are summarized in **Table 1**.

<b>DIRECTION</b>	<b>LAND USE</b>
North	Multi-family residential development, retail/commercial center
East	Retail/commercial center
South	Iron Point Road, Intel Corporation campus
West	Single family residential development

The project site is not associated with any current land use, but the Campus at Iron Point parcel was cleared and graded in 2005 and is currently characterized by ruderal herbaceous vegetation and disturbed surface soils. The Cresleigh Ravine parcel is characterized by scattered dredge tailings, deposited after 1922 and before 1944, which form hills and ravines throughout the parcel. Portions of the parcel are wooded with mature trees and shrubs (primarily the bottoms of the ravines), while portions of the parcel show evidence of more recent grading and scraping and are devoid of mature woody vegetation. Due to the fill, the majority of the parcel is higher in elevation than the surrounding properties.

Terrain in the immediate vicinity of the site is primarily flat. Elevations on the Campus at Iron Point parcel range from 273 feet above mean sea level (amsl) in the west to 280 feet amsl in the east. Elevations on the Cresleigh Ravine parcel vary due to the placement of fill, and remnant natural topography. Elevations range from approximately 290 feet amsl in the southwestern portions of the site to 265 feet amsl at the lowest point of the ravine in the northern portion of the site.

### 2.3 PROJECT CHARACTERISTICS

The proposed project consists of a mixed residential development containing a total of 276 units, which would include a General Plan amendment and rezone. The proposed project includes the construction of 46 single-family residential homes on Cresleigh Ravine, and dedication of 15 lots as easements to existing property owners adjacent to the western project site boundary. The proposed project also includes the construction of 230 multi-family units in 23 apartment buildings and a clubhouse with a fitness center and pool on the Campus at Iron Point. Additional proposed improvements include underground utilities, parking spaces, driveways, drive aisles, retaining walls, sidewalks and walkways, fencing, lighting, landscaping, and trash/recycling enclosures. The project features are summarized in **Table 2**. Refer to **Figure 3** in **Appendix A** for the site plan.

<b>Table 2 Summary of Project Features</b>		
<b>PROJECT FEATURE</b>	<b>UNITS/SPACES</b>	<b>SQUARE FEET</b>
<b><i>Buildings</i></b>		
Single-family residential	46 units	116,253
Multi-family residential	230 units	295,974
Clubhouse building	1 unit	6,000
<b>Total Units/Square Footage</b>	<b>276 residential 1 clubhouse</b>	<b>418,227</b>
<b><i>Parking</i></b>		
On-street parking (unassigned surface parking – 199 for multi-family development and 46 for single-family development)	245 spaces	--
Garage spaces (2 spaces per single-family home)	92 spaces	--
Garage spaces (multi-family residential)	138 spaces	--
Carports (multi-family residential development assigned parking)	92 spaces	--
<b>Total Parking Spaces/Square Footage</b>	<b>567 spaces</b>	<b>--</b>

*continued on next page*



**Table 2**  
**Summary of Project Features (continued)**

PROJECT FEATURE	UNITS/SPACES	SQUARE FEET
<b><i>Impervious Surfaces – Single-Family Residential</i></b>		
Building footprint	--	±65,182
Pavement	--	51,071
<b><i>Impervious Surfaces – Multi-Family Residential</i></b>		
Building footprint (includes clubhouse)	--	104,658
Pavement	--	146,922
<b>Total Impervious Surfaces</b>	--	<b>367,833</b>

Sources: Folsom Apartments Willard Road at Iron Point Road Site Plan dated November 11, 2015 by LPAS.  
Tentative Map for Cresleigh Ravine Parcel 3, Bk =. 175 of P.M. Pg. 19 dated November 13, 2015 by MSA Engineering, Inc

**2.3.1 Single-Family Residential Development (Cresleigh Ravine)**

**Residential Buildings**

A total of 46 single-family residential homes are proposed for construction on Cresleigh Ravine. The proposed buildings would each be two stories in height, each with four bedrooms and three bathrooms, and two-car garages. There are three master plans proposed for the project, each with three façade options and three separate building elevations. The floor plans would range from 2,058 to 2,445 square feet in size. The overall heights of the homes would range from 24.2 feet to 27.6 feet.

The homes would be characterized by a typical modern home design with pitched roofs, multiple eaves, and a simple exterior. The homes would feature a stucco finish with brick or stone veneer, and flat concrete tile roofs. The color palate would be neutral colors, including various shades of beige, gray, brown, blue, green, and red.

**Parking and Circulation**

The single-family residential development would be accessed from Willard Drive. A single roadway (Street A) would enter the site from the east, and turn southward (Street B). At the southern end of the parcel, Street B would terminate in a cul-de-sac. Additional minor streets intersecting Street B (Aisles 1-3) would provide access to homes to the east. Aisle 2 would connect to Willard Drive to provide emergency access but would be gated and would not be available as a public thoroughway to Willard Drive. Sidewalks would follow either side of Streets A and B, and pedestrian access to Willard Drive would be provided from Aisles 1-3. A new sidewalk would be constructed on Willard Drive along the Cresleigh Ravine frontage.

Two garage parking spaces would be provided for each home (92 garage spaces), and 12 additional spaces would be provided along the east side of Street B.

## **Grading and Drainage**

Nearly the entire 7.2-acre parcel for the single-family residential development would be disturbed during site preparation and grading. Approximately 6.64 acres currently drains to the west, towards the existing residences west of the project site. Under the proposed project, the parcel would be graded to redirect flows from approximately 6.4 acres currently flowing westward to the existing storm drain in Willard Drive, thereby reducing the runoff to the adjacent residences and improving drainage issues the properties currently experience. Due to the topography of the site and adjacent areas to the west, retaining walls would be installed intermittently along the western boundary of the development. Approximately 65,000 cubic yards of soil will be cut. The single-family residential development would result in approximately 116,253 square feet or 2.7 acres (51,071 square feet of pavement, approximately 65,182 square feet of building footprint) of impervious surfaces. Storm drain inlets would be installed along Street B, and an 18-inch-diameter storm drain pipe would be installed in the roadway to tie-in to the existing storm drain in Willard Drive.

## **Utilities**

Tie-ins to the existing City of Folsom water and sewer lines in Willard Drive would be installed. Sewer lines (8 inches in diameter) and water lines (8 inches in diameter) would be installed in the project site. The new sewer and water lines would be installed in the roadways through the parcel to connect to existing lines in Willard Drive.

## **Fencing and Gates**

Approximately 6-foot high concrete masonry block walls with stucco veneer and precast stone caps would be placed along the southern and eastern boundaries of the single-family residential development. The emergency vehicle access at Willard Drive would feature a steel tubular picket fence and gates with dual gates opening to 20-feet wide. A 36-inch-wide steel tubular picket pedestrian gate would be located south of the emergency vehicle access gate. The two additional pedestrian access points to Willard Drive would each be gated with up to 40-foot-wide openings in the wall, featuring steel tubular fencing and a 36-inch-wide steel tubular pedestrian gate.

## **Landscaping**

Landscaping for the single-family residential development would feature a variety of low-maintenance landscaping sizes, color, and texture to accentuate the architecture. Street trees would be placed at regular intervals along Willard Drive and Iron Point Road, with the species and spacing designed to coordinate with the landscaping within the development. The front yard landscaping of the homes would include small to large trees in the front yard with the size varying on the available planting area. Additional plantings would include masses of shrubs and groundcovers of varying sizes and colors, including low accent shrubs at the entry ways and upright evergreen accent shrubs at the buildings. This landscaping theme would be carried to the Willard Drive and Iron Point Road frontage for the development.

## **Lot Easements**

The western project site borders single-family residential properties and an existing topographic contour from several of the properties continues onto the project site. The project applicant is proposing to dedicate the portions of the parcel following the topographic feature to the adjacent property owners as a perpetual land use easement, thereby allowing a natural break in the property boundaries and allowing the recipient use of the lot. The land use easement would address long term maintenance, boundary conditions, and the obligations of the underlying fee title owners, including their responsibility to maintain the easement area.

### **2.3.2 Multi-Family Residential Development**

#### **Buildings**

A total of 230 multi-family units in 23 apartment buildings as well as a clubhouse with a fitness center and pool are proposed for construction on the eastern parcel. The 23 apartment buildings include two 10-unit building plans – one of the plans is of a 12,726 square foot building with five 1-bedroom apartments and five 2-bedroom apartments (Building A), and the other is of a 13,194 square foot building with five 1-bedroom apartments, three 2-bedroom apartments, and two 3-bedroom apartments (Building B). The development would include 16 of the Building A plan, and 7 of the Building B plan, resulting in 23 apartment buildings totaling 295,974 square feet of multi-family residential building. Each of the apartment buildings would be three stories (approximately 37 feet high). The buildings would feature first story patios and second and third story decks. The patios would be surrounded with a 3.5-foot high concrete masonry wall.

A 6,000 square foot clubhouse and leasing office would be located near the center of the parcel at the main entrance to the development. The clubhouse would feature indoor and outdoor uses for the tenants and their guests, including a fitness center, pool and spa, and outdoor entertaining areas.

#### **Parking and Circulation**

The multi-family residential development would be accessed from Willard Drive, in which a single roadway would enter the site from the west. The road would circumnavigate the development to provide access to the primary entry/exit for the development from both directions. Additional drives would intersect the main roadway to provide access to the individual garage driveways. No garages would be accessed directly from the main road through the development.

An emergency vehicle access road would provide access to the development from Iron Point Road near the southeast corner of the site. This road would be gated and would not be available as a public thoroughway to the development.

A total of 429 parking spaces would be provided under the proposed project. Six single car parking garages would be provided per building (138 total parking garage spaces). A total of 199 unassigned parking spaces and an additional 92 covered carport spaces would be provided along the main roadway through the site.

## **Grading and Drainage**

The entire 10.1-acre parcel for the multi-family residential development would be disturbed during site preparation and grading. The parcel is currently mass graded and is relatively flat. The parcel would be graded to drain towards Willard Drive. Approximately 65,000 cubic yards of soil will be filled. The multi-family development would result in approximately 251,580 square feet or 5.8 acres (146,922 square feet of pavement, approximately 104,658 square feet of building footprint) of impervious surfaces. Storm drain inlets would be installed along roadways throughout the site, with 12-inch and 15-inch storm drains in the roads. A main 18-inch storm drain would collect flows from the storm drain system and tie-in to the existing storm drain in Willard Drive.

## **Utilities**

Tie-ins to the existing City of Folsom water and sewer lines in Willard Drive would be installed. Sewer lines (8 inches in diameter) and water lines (8 inches in diameter) would be installed in the project site. The new sewer and water lines would be installed in the roadways through the project site to connect existing lines in Willard Drive.

## **Trash/Recycling Enclosures**

Several trash/recycling enclosures would be located along the main roadway through the development. The trash/recycling facilities are intended to serve the proposed project only. The enclosures would be approximately 6 feet tall and would be constructed of concrete masonry block to match the nearby building. Each would feature typical double steel gates and a typical steel door.

## **Carports**

Carports would be provided over 92 of the parking spaces in the development. The carports would feature metal roofing with steel posts and beams. They would be painted to match the buildings.

## **Lighting**

Pedestrian lighting would be installed throughout the development, featuring light-emitting diodes (LED) lights on free standing poles. The lights would be directed downward to minimize light spillage.

## **Fencing and Gates**

An approximately 6-foot high concrete masonry block wall with precast stone caps would be placed along the eastern boundary of the multi-family development, separating the development from the adjacent commercial/retail center. The remainder of the development would be surrounded by 6-foot-high tubular steel picket fence with an opening at the main entrance from Willard Drive. The emergency vehicle access at Iron Point Road would feature a 6-foot-high sliding gate. Two 36-inch-wide steel tubular pedestrian gates would be installed in the fence in the southern boundary of the development to provide pedestrian access to Iron Point Road.



## Landscaping

Landscaping for the multi-family residential development would feature a variety of low-maintenance landscaping sizes, color, and texture to accentuate the architecture. London plane tree (*Platanus acerfolia*) and coast redwood (*Sequoia sempervirens*) would be placed along Iron Point Road, while Valley oak (*Quercus lobata*) and coast redwood would be placed along Willard Road. White swamp oak (*Quercus bicolor*) would be placed at the intersection of the two roads. Landscaping within the development would feature sawleaf zelkova (*Zelkova serrata*), eastern redbud (*Cercis Canadensis*), and crape myrtle (*Lagerstroemia* sp.), along with emperor Japanese maple (*Acer palmatum*), and Arbutus (*Arbutus unedo*) standard. Additional plantings would include masses of shrubs and groundcovers of varying sizes and colors.

### 2.4 CONSTRUCTION AND PHASING

The project would be constructed in two phases – Phase I consists of the single-family development at Cresleigh Ravine, and Phase II consists of the multi-family development at Campus at Iron Point. Initial grading activities for Phase I are anticipated to begin in May 2016, with utilities and infrastructure being installed beginning in June 2016 and lasting for 6 weeks. Building construction for Phase I is anticipated to begin in September 2016, with construction anticipated to last for approximately 12 months. Phase II would begin initial grading activities in July 2016, with utilities and infrastructure being installed beginning in August 2016 and lasting for 8 weeks. Building construction for Phase II is anticipated to begin in November 2016 and last for approximately 18 months.

Construction activities would take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays, in accordance with Section 8.4.2.060 of the City's Municipal Code (Noise Ordinance). No construction would take place on Sundays or holidays.

### 2.5 GENERAL PLAN LAND USE DESIGNATION AND ZONING

The project site is designated as Community Commercial (CC) in the City of Folsom General Plan, and the current zoning for the project site is General Commercial District, Planned Development District (C-3 PD). Under the proposed project, the Cresleigh Ravine parcel would be redesignated in the General Plan as Single-Family High Density (SFHD) for the proposed single-family development and Single-Family (SF) for the proposed designated lots, and the Campus at Iron Point parcel would be redesignated as Multi-Family High Density (MHD). The Cresleigh Ravine parcel would be rezoned to Residential, Single-Family Dwelling, Small Lot District, Planned Development District (R-1-M PD) for the single-family development and R-1-M for the proposed designated lots. The Campus at Iron Point parcel would be rezoned to General Apartment District, Planned Development District (R-4 PD) for the multi-family residential development. A Planned Development Permit would be required because the proposed project is sited within a planned development overlay zoning designation. The Planned Development Permit would allow the City to review the site plan and associated project site details to ensure the project meets the standards and requirements beneficial to the City and its residents as defined in Section 17.38.100 of the Zoning Code.

## **2.6 CITY REGULATION OF URBAN DEVELOPMENT**

### **2.6.1 General Plan**

The City of Folsom updated and adopted its current comprehensive General Plan in October 1988. The General Plan is a long-term planning document that guides growth and land development in the City. It provides the foundation for establishing community goals and supporting policies, and directs appropriate land uses for all land parcels within the City. As previously described, the General Plan land use designation for the project site is CC, and a General Plan Amendment would be required to change the land use designations to SFHD, SF, and MHD under the proposed project.

### **2.6.2 Zoning Ordinance**

Developed land uses in the City of Folsom are regulated specifically by the City's Zoning Code, in addition to the other adopted regulations and programs that apply to all proposed development within the City. In more detail than the General Plan, the Zoning Code regulates land uses on a parcel-by-parcel basis throughout the City. In order to achieve this regulation, the City assigns each parcel within the City to a zoning district, such as a district for single-family homes. Regulations for each district apply equally to all properties within the district.

Title 17.13 of the Zoning Code outlines development standards for Single-Family Residential, Small Lot District. The development standard is a 6,000-square-foot lot (7,500 square feet for a corner lot) that is 65 feet wide (75 feet wide for a corner lot). The maximum overall building coverage of the lot is 35 percent. The minimum setbacks are as follows: 20-foot setback for building front, one 5-foot side yard, and one 11-foot side yard, 10-foot minimum setback for the building rear (should be 20 percent of the lot depth). The building height limit is two and one-half stories not exceeding 35 feet. Two covered parking spaces must be provided per single-family home.

Title 17.18 of the City Zoning Code outlines development standards for General Apartment District. The development standard is a 6,000-square-foot lot (7,500 square feet for a corner lot) that is 65 feet wide (75 feet wide for a corner lot). The maximum overall building coverage of the lot is 60 percent. The minimum setbacks are as follows: 20-foot setback for building front, one 5-foot side yard and one 10-foot side yard, 10-foot minimum setback for the building rear (should be 20 percent of the lot depth). The building height limit is four stories not exceeding 50 feet. For a multi-family residential building, 1.5 parking spaces must be provided per residential unit.

## **2.7 OTHER CITY REGULATION OF URBAN DEVELOPMENT**

The City of Folsom further regulates urban development through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required of all projects constructed throughout the City, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many potential environmental effects. City procedures to minimize negative environmental effects and disruptions include an analysis of existing features, responsible agency and public input to the design process, engineering and design standards, and construction controls. The activities that mitigate typical environmental impacts to be implemented by the

City during the project review, design, and construction phases are described in greater detail below.

### **2.7.1 Community Development Department Standard Construction Conditions**

The City's standard construction requirements are set forth in the City of Folsom, Community Development Standard Construction Specifications published in May 2004. A summary of these requirements is set forth below, and hereby incorporated by reference into the project description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Community Development Department, 50 East Natoma Street; Folsom, California 95630.

The Community Development Department's standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City.

*Use of Pesticides* – Requires contractors to store, use, and apply a wide range of chemicals consistent with all local, state, and federal rules and regulations.

*Air Pollution Control* – Requires compliance with all Sacramento Metropolitan Air Quality Management District (SMAQMD) and City air pollution regulations.

*Water Pollution* – Requires compliance with City water pollution regulations, including National Pollutant Discharge Elimination System (NPDES) provisions.

*Noise Control* – Requires that all construction work comply with the Folsom Noise Ordinance (discussed further below), and that all construction vehicles be equipped with a muffler to control sound levels.

*Naturally Occurring Asbestos* – Requires compliance with all SMAQMD and City air pollution regulations, including preparation and implementation of an Asbestos Dust Mitigation Plan consistent with the requirements of Section 93105 of the State Government Code.

*Weekend, Holiday, and Night Work* – Prohibits construction work during evening hours, or on Sunday or holidays, to reduce noise and other construction nuisance effects.

*Public Convenience* – Regulates traffic through the work area, operations of existing traffic signals, roadway cuts for pipelines and cable installation, effects to adjacent property owners, and notification of adjacent property owners and businesses.

*Public Safety and Traffic Control* – Regulates signage and other traffic safety devices through work zones.

*Existing Utilities* – Regulates the relocation and protection of utilities.

*Preservation of Property* – Requires preservation of trees and shrubbery, and prohibits adverse effects to adjacent property and fixtures.

*Cultural Resources* – Requires that contractors stop work upon the discovery of unknown cultural or historic resources, and that an archaeologist be retained to evaluate the significance of the resource and to establish mitigation requirements, if necessary.

*Protection of Existing Trees* – Specifies measures necessary to protect both ornamental and native oak trees.

*Clearing and Grubbing* – Specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.

*Reseeding* – Specifies seed mixes and methods for reseeded of graded areas.

**2.7.2 City of Folsom Municipal Code**

The City regulates many aspects of construction and development through requirements and ordinances established in the Folsom Municipal Code. These requirements are summarized in **Table 3**, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Office of the City Clerk, 50 East Natoma Street; Folsom, California 95630.

<b>Table 3 City of Folsom Municipal Code Regulating Construction and Development</b>		
<b>CODE SECTION</b>	<b>CODE NAME</b>	<b>EFFECT OF CODE</b>
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and establishes a procedure for issuance of permits for the use of these facilities.
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.

*continued on next page*



**Table 3**  
**City of Folsom Municipal Code Regulating Construction and Development (continued)**

<b>CODE SECTION</b>	<b>CODE NAME</b>	<b>EFFECT OF CODE</b>
14.19	Energy Code	Adopts the California Energy Code, 2010 Edition, published as Part 6, Title 24, C.C.R. to require energy efficiency standards for structures.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

### 3.0 PROJECT OBJECTIVES

The objective of the proposed project is to develop a high-density single-family residential community and a high-density multi-family residential community with the appropriate supporting facilities and infrastructure in the City of Folsom. The objective of providing the residential development must be achieved while minimizing environmental impacts to the maximum extent practicable and while meeting the requirements of the General Plan, as amended.

### 4.0 REQUIRED APPROVALS

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

- General Plan Amendment
- Rezone
- Planned Development Permit
- Tentative Subdivision Map

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

- **Certification of the environmental document:** The Folsom City Council will act as the lead agency as defined by the California Environmental Quality Act (CEQA), and will have authority to determine if the environmental document is adequate under CEQA.
- **Approval of project:** The Folsom City Council will consider approval of the project and all entitlements as described above.

California Department of Fish and Wildlife consultation would be required if active nests are found for species protected by the Migratory Bird Treaty Act.

## 5.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

### 5.1 CITY OF FOLSOM GENERAL PLAN

The Environmental Impact Report (EIR) for the City of Folsom General Plan (1988) as amended by approval of the East Area Facilities Plan (1992) provides relevant policy guidance for this environmental analysis. Even though the site is not located within the boundaries of the East Area, the East Area Facilities Plan EIR was designed to update the EIR for the General Plan and the whole city. Thus, the East Area Facilities Plan EIR updated and revised the environmental conclusions of the General Plan EIR so that the East Area Facilities Plan EIR provides the foundation environmental document for evaluating development throughout this part of the City.

### 5.2 TIERING

“Tiering” refers to the relationship between a program-level EIR (where long-range programmatic cumulative impacts are the focus of the environmental analysis) and subsequent environmental analyses such as the subject document, which focus primarily on issues unique to a smaller project within the larger program or plan. Through tiering a subsequent environmental analysis can incorporate, by reference, discussion that summarizes general environmental data found in the program EIR that establishes cumulative impacts and mitigation measures, the planning context, and/or the regulatory background. These broad based issues need not be reevaluated subsequently, having been previously identified and evaluated at the program stage.

Tiering focuses the environmental review on the project-specific significant effects that were not examined in the prior environmental review, or that are susceptible to substantial reduction or avoidance by specific revisions in the project, by the imposition of conditions or by other means. Section 21093(b) of the Public Resources Code requires the tiering of environmental review whenever feasible, as determined by the Lead Agency.

In the case of the proposed project, this Initial Study tiers from the EIR for the Broadstone 3 Specific Plan, the EIR for the Empire Ranch Specific Plan, and the EIR for the City of Folsom General Plan as amended by approval of the East Area Facilities Plan. The Folsom General Plan, as amended, is a project that is related to the proposed project and, pursuant to §15152(a) of the State CEQA Guidelines, tiering of environmental documents is appropriate. State CEQA Guidelines §15152(e) specifically provides that:

“[w]hen tiering is used, the later EIRs or Negative Declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later [environmental document] should state that the Lead Agency is using the tiering

concept and that the [environmental document] is being tiered with the earlier EIR.”

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

City of Folsom  
Community Development Department  
50 East Natoma Street  
Folsom, CA 95630  
Contact: Mr. Steve Banks, Principal Planner  
(916) 355-7385

### **5.3 INCORPORATION OF THE FOLSOM GENERAL PLAN AND EAST AREA FACILITIES PLAN EIRS BY REFERENCE**

The EIRs for the Folsom General Plan and the East Area Facilities Plan are comprehensive documents. Due to various references to the Folsom General Plan and East Area Facilities Plan EIRs in this proposed project, and to its importance relative to understanding the environmental analysis that has occurred to date with respect to development in the Folsom area, both documents are hereby incorporated by reference pursuant to State CEQA Guidelines §15150.

### **5.4 SUMMARY OF FOLSOM GENERAL PLAN EIR AS AMENDED BY THE EAST AREA FACILITIES PLAN EIR**

The Folsom General Plan EIR as amended by the EIR for the East Area Facilities Plan analyzed the environmental impacts associated with adoption of the City of Folsom General Plan allowing for development, open space preservation, and provision of services for approximately 13,100 acres of land in and adjacent to the City of Folsom.

Buildout of the area subject to the Folsom General Plan envisions construction of up to 29,290 dwelling units and 2,466 acres of commercial and industrial uses. The Folsom General Plan contemplates the full range of land uses that would constitute a balanced community, including residential uses at a variety of densities, as well as commercial, office, employment, and open space uses. Additionally, public or quasi-public uses are contemplated by the Folsom General Plan, including schools, parks, fire stations, government offices, and other uses.

The East Area Facilities Plan EIR evaluated the environmental impacts associated with the above-described development of the Folsom General Plan planning area on a comprehensive basis, including discussion of the full range of impacts that would occur due to future development.

The East Area Facilities Plan EIR identified Citywide impacts arising from urban development pursuant to the General Plan for the following issue areas:

- Land Use – Conversion of agricultural and grazing lands to urban uses;
- Transportation/Circulation – Levels of Service below City of Folsom, El Dorado County, and Caltrans standards for area streets and highways;

- Air Quality – Air pollutant emissions and concentrations in excess of local, state, and federal thresholds;
- Noise – Increase in roadway noise for existing and future residential areas, and other sensitive uses;
- Visual Resources – Extension of the edge of the metropolitan Sacramento region into an apparently rural area;
- Housing – Lack of low- and moderate- income housing units;
- Biological Resources – Conversion of wildlife habitat and loss of special status species of plants and animals;
- Geology, Soils, and Seismicity – Exposure to seismic hazards, loss of mineral resources, construction on steep slopes, exposure to constrained soils, increase in erosion;
- Hydrology, Flooding, Drainage, and Water Quality – Exposure to localized drainage and flood hazards, and water quality degradation;
- Domestic Water – Demand would exceed supply;
- Sewer – Flow would exceed the capacity of the Folsom interceptor;
- Police Protection Services – Additional, unfunded police officers would be needed;
- Fire Protection Services – Additional, unfunded fire personnel and equipment would be needed;
- Schools – School capacities would be exceeded;
- Parks and Recreation – Park facilities would be over capacity;
- Light and Glare – Increase in urban light and glare in Folsom and adjacent El Dorado County;
- Cultural Resources – Loss or degradation of cultural and historic resources; and
- Library Services – Library facilities would be over capacity.



## 6.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |                                                          |                                                        |                                                                        |
|----------------------------------------------------------|--------------------------------------------------------|------------------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture Resources         | <input checked="" type="checkbox"/> Air Quality/Greenhouse Gases       |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils                                 |
| <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality                       |
| <input type="checkbox"/> Land Use/Planning               | <input type="checkbox"/> Mineral Resources             | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing              | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                                    |
| <input type="checkbox"/> Transportation/Traffic          | <input type="checkbox"/> Utilities/Service Systems     | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

## 7.0 EVALUATION OF ENVIRONMENTAL IMPACTS

Responses to the following questions and related discussion indicate if the proposed project will have, or will potentially have a significant adverse impact on the environment, either individually or cumulatively with other projects. All phases of project planning, implementation, and operation are considered. Mandatory Findings of Significance are included in Section <x>.

### 7.1 AESTHETICS

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

#### 7.1.1 Environmental Setting

The project site is currently undeveloped, but is located in a built-out area of the city which is characterized by a combination of residential development, retail/commercial centers, and commercial businesses. The site is bounded by a multi-family residential neighborhood and retail/commercial center (Folsom Corners) to the north, a retail/commercial center (Prairie City Crossing, which includes a Safeway supermarket) to the east, Iron Point Road to the south, and a single-family residential neighborhood to the west. The Intel campus is located south of Iron Point Road, immediately south of the project site.

The project site is not associated with any current land use, but the Campus at Iron Point parcel was cleared and graded in 2005 and is currently characterized by ruderal herbaceous vegetation and disturbed surface soils. The Cresleigh Ravine parcel is characterized by sporadic dredge

tailings, deposited after 1922 and before 1944, which form hills and ravines throughout the parcel. Portions of the parcel are wooded with mature trees and shrubs (primarily the bottoms of the ravines), while portions of the parcel show evidence of more recent grading and scraping and are devoid of mature woody vegetation. Due to the fill, the majority of the parcel is higher in elevation than the surrounding properties.

### **7.1.2 Evaluation of Aesthetics**

#### **Question A: No Impact**

A scenic vista is defined as a viewpoint that provides expansive view of a highly valued landscape for the benefit of the general public. Neither the project site nor the surrounding areas are considered to be scenic vistas due to the existing development and suburban environment typical of the area. Further, neither the project site, nor views to or from the project site, have been designated an important scenic resource by the City of Folsom or any other public agency. Therefore, construction of the proposed development would not interfere with or degrade a scenic vista. No impacts would occur, and no mitigation would be necessary.

#### **Question B: No Impact**

There are no state or locally designated scenic highways in the vicinity of the proposed project (Caltrans 2015). Implementation of the proposed would not adversely affect scenic resources within a designated scenic highway. No impact would occur, and no mitigation would be necessary.

#### **Question C: Less than Significant Impact**

The project site is located within a highly developed area of the City that features a variety of uses ranging from high density residential, to commercial/retail, and business centers, and adjacent transportation. While the project site is currently undeveloped, large, undeveloped parcels are relatively unusual in the area. The Campus at Iron Point parcel has been previously cleared and graded. The site is prepared for development consistent with the surrounding land uses. The Cresleigh Ravine parcel is partially disturbed from placement of fill, but maintains some tree cover including native oaks and pines.

The project site is clearly visible by motorists and pedestrians travelling along Iron Point and Willard Roads. Residences west and north of Cresleigh Ravine have clear views of the project site, and may experience a slightly natural feel from being adjacent to a partially wooded, undeveloped lot. Implementation of the project would result in the removal of existing trees from the Cresleigh Ravine parcel as well as the removal of disturbed habitat on both parcels; the project would result in the construction and use of mixed use residential facilities with associated improvements. The existing visual character of the site would be altered from undeveloped to a more urban developed character of the landscape than is currently experienced by viewers.

Residents of the adjacent residential properties and motorists traveling through the area may be affected by development of the parcels, particularly because the site is currently undeveloped. The single-family residential development is proposed to be located adjacent to existing residential development. The character of the homes would be consistent with the general

character of the existing single- and multi-family residences to the west and north of the site, including the multi-story design, pitched and tiled roofs, and landscaping. The multi-family development on the Campus at Iron Point has been designed to complement the adjacent Intel Corporation buildings south of the project site. While the contemporary design of the multi-family development differs from the more traditional design of the single-family development, it would closely tie-in to the Intel Corporation campus south of the project site, and the other contemporary buildings along Iron Point Road. While distinctive from each other, both styles of the two project developments would be consistent with existing development in the area. Trees proposed to be planted along the perimeter of the developments would provide visual buffer and soften the overall effect of the two developments on adjacent viewers. The result of the developments would be a continuation of existing urban development in the area, with landscaping and architectural features designed for compatibility with adjacent land uses.

While the proposed project would result in a change in visual character on site, the proposed land uses are consistent with the overall urban development of the vicinity, and the proposed developments are expected to integrate into the existing and planned development in the area. A less than significant impact to visual character would occur and no mitigation is necessary.

**Question D: Less than Significant Impact**

Lighting associated with the project includes pedestrian lighting on the Campus at Iron Point parcel. The proposed lighting would be subject to City standard practices regarding night lighting that would be made a condition of approval of the Planned Development Permit. Consistent with the City's practices, the lighting shall be sited and designed to avoid light spillage and glare on adjacent properties, with timers or photo-electric cells for turning the lights on and off within one-half hour after dusk and one-half hour prior to dawn. Lighting would be low level as necessary for safety and security. The proposed landscaping between the project site and adjacent properties would provide screening from adjacent properties. Because existing City practices would limit light spillover and intensity, this would be a less than significant impact, and no mitigation is necessary.



**7.2 AGRICULTURE AND FORESTRY RESOURCES**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agriculture Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	----------------------------------------------------	------------------------------	-----------

12220(g)), timberland (as defined by Public Resources Code Section 4526 (g)), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?

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

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

### 7.2.1 Environmental Setting

No agricultural activities or timber management occur on the project site or in adjacent areas and the site is not designated for agricultural or timberland uses. The California Important Farmlands Map prepared for Sacramento County by the California Resources Agency classifies the project site as urban and built up (California Department of Conservation 2015). Urban and built up land is land occupied by structures or infrastructure to accommodate a building density of at least one unit to one and one-half acres, or approximately six structures to 10 acres (California Department of Conservation 2015). The Natural Resources Conservation Service (NRCS) soil survey report generated for the project site (NRCS 2015) indicates that no Prime or Unique Farmland or Farmland of Statewide Importance occurs on the project site.

### 7.2.2 Evaluation of Agriculture and Forestry Services

#### Questions A, B, E: No Impact

Because no important agricultural resources or activities exist on the project site, no impact would occur, and no mitigation would be necessary.

#### Questions C, D, E: No Impact

Because no portion of the City or the project site are zoned for forest land, timberland, or zoned Timberland Production, no impact would occur, and no mitigation would be necessary.

### 7.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

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

Potentially Significant Impact     Less Than Significant with Mitigation Incorporated     Less Than Significant Impact     No Impact

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

Potentially Significant Impact     Less Than Significant with Mitigation Incorporated     Less Than Significant Impact     No Impact

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact     Less Than Significant with Mitigation Incorporated     Less Than Significant Impact     No Impact

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact     Less Than Significant with Mitigation Incorporated     Less Than Significant Impact     No Impact

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

Potentially Significant Impact     Less Than Significant with Mitigation Incorporated     Less Than Significant Impact     No Impact

### 7.3.1 Environmental Setting

Climate in the Folsom area is characterized by hot, dry summers and cold, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between Oxides of Nitrogen (NO<sub>x</sub>) and Reactive Organic Gasses (ROG), which result in Ozone (O<sub>3</sub>) formation. High concentrations of O<sub>3</sub> are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. At this time, the greatest pollution problem in the Folsom area is from NO<sub>x</sub>.

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents as discussed below to address requirements to bring the District into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan, which is subsequently submitted to the U.S. Environmental Protection Agency (EPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe, to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The EPA has established national ambient air quality standards (NAAQS) for seven air pollution constituents. As permitted by the Clean Air Act, California has adopted more stringent air emissions standards (CAAQS), and expanded the number of regulated air constituents.

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "nonattainment" designation indicates that a pollutant concentration violated the standard at least once.

The EPA designates areas for ozone, carbon monoxide (CO), and nitrogen dioxide (NO<sub>2</sub>) as either "Does not meet the primary standards", "Cannot be classified", or "Better than national standards". For sulfur dioxide (SO<sub>2</sub>), areas are designated as "Does not meet the primary standards", "Does not meet the secondary standards", "Cannot be classified", or "Better than national standards". The area air quality attainment status of the SVAB, including the City of Folsom, is shown in **Table 4**.



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

<b>POLLUTANT</b>	<b>STATE OF CALIFORNIA ATTAINMENT STATUS</b>	<b>FEDERAL ATTAINMENT STATUS</b>
Ozone	Nonattainment	Nonattainment
Suspended Particulate Matter (PM <sub>10</sub> )	Nonattainment	Attainment
Fine Particulate Matter (PM <sub>2.5</sub> )	Attainment	Nonattainment
Carbon Monoxide	Attainment	Attainment/Unclassified
Nitrogen Dioxide	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide	Attainment	Attainment/Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sources: CARB 2015a; EPA 2015a

The Sacramento County/Sacramento Metropolitan Area portion of the SVAB is currently in nonattainment for federal and/or state ozone, PM<sub>10</sub> and PM<sub>2.5</sub> standards. Concentrations of all other pollutants meet state and federal standards.

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO<sub>x</sub> that occur in the presence of sunlight. ROG and NO<sub>x</sub> generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM<sub>10</sub> and PM<sub>2.5</sub> arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations and windblown dust.

### **7.3.2 Air Quality Monitoring**

CARB’s air quality monitoring network provides information on ambient concentrations of air pollutants in the SVAB. SMAQMD operates a monitoring station in Folsom, where the air quality data for ozone and PM<sub>2.5</sub> were obtained. Other data are reported from one additional location in Sacramento County. **Table 5** compares a three-year summary of the highest annual criteria air pollutant emissions collected at these monitoring stations with applicable CAAQS, which are more stringent than the corresponding NAAQS. The concentrations of the pollutants ozone, PM<sub>2.5</sub>, and PM<sub>10</sub> are expected to be fairly representative of the project site, due to the regional nature of these pollutants.

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

<b>POLLUTANT</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<i>Ozone (O3) 1-hour: Monitoring location: Folsom – East Natoma Street</i>			
Maximum Concentration (ppm)	0.122	0.114	0.100
Days Exceeding State Standard (1-hr avg. 0.09 ppm)	19	5	7
<i>Ozone (O3) 8-hour: Monitoring location: Folsom – East Natoma Street</i>			
Maximum Concentration (ppm)	0.106	0.087	0.085
Days Exceeding State Standard (8-hr avg. 0.070 ppm)	57	17	35
Days Exceeding National Standard (8-hr avg. 0.075 ppm)	38	6	14
<i>PM10: Monitoring location: Sacramento – Branch Center Road 2</i>			
Maximum State 24-Hour Concentration (µg/m <sup>3</sup> )	60.0	63.0	46.0
Days Exceeding State Standard (Daily Standard 50 µg/m <sup>3</sup> )	3	1	0
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	60.0	59.0	45.0
Days Exceeding Federal Standard (Daily Standard 150 µg/m <sup>3</sup> )	0	0	0
<i>PM2.5: Monitoring location: Folsom – East Natoma Street</i>			
Maximum National 24-Hour Concentration (µg/m <sup>3</sup> )	*	*	*
Days Exceeding National 2006 Standard (Daily Standard 35 µg/m <sup>3</sup> )	*	*	*

\*Insufficient data to determine the value

Source: CARB 2015b

As indicated in **Table 5**, ozone and PM<sub>10</sub> standards have been exceeded in Folsom over the past three years. Although no data are available for PM<sub>2.5</sub> at the Folsom monitoring station, data collected regionally at the Sacramento Health Department monitoring site on Stockton Boulevard in Sacramento show that there have been exceedances for this pollutant as well over the last five years.

### **Air Quality Attainment Planning**

In order to work towards attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, the EPA Office of Air Quality Planning & Standards requires that each state containing nonattainment areas develop a written plan for cleaning the air in those areas. The plans developed are called State Implementation Plans (SIP). Through these plans, states outline efforts they will make to try to correct the levels of air pollution and bring their areas back into attainment. The status of air quality attainment planning for the Sacramento area is:

- The Sacramento region was classified by the EPA as a “serious” nonattainment area on June 15, 2004 for the federal 8-hour ozone standard, with an attainment deadline of June 15, 2013. Emission reductions needed to achieve the air quality standard were identified using an air quality modeling analysis. An evaluation of proposed control measures and associated VOC and NO<sub>x</sub> emission reductions concluded that no set of feasible controls were available to provide the needed emission reductions before the

attainment deadline year. Given the magnitude of the shortfall in emission reductions, and the schedule for implementing new control measures, the earliest possible attainment demonstration year for the Sacramento region is determined to be the “severe” area deadline of 2019. Section 181(b)(3) of the Clean Air Act permits a state to request that the EPA reclassify a nonattainment area to a higher classification and extend the time allowed for attainment. This process is appropriate for areas that must rely on longer-term strategies to achieve the emission reductions needed for attainment. The EPA approved this request on May 5, 2010.

- In March 2002, the EPA officially determined that Sacramento County had attained the PM<sub>10</sub> standards. In November 2010, the SMAQMD formally requested that the EPA redesignate Sacramento County from nonattainment to attainment for PM<sub>10</sub>. The EPA approved this request effective October 28, 2013. The SMAQMD additionally adopted a PM<sub>10</sub> Maintenance Plan. The plan establishes PM<sub>10</sub> Motor Vehicle Emission Budgets.
- The EPA Administrator signed the SMAQMD’s final PM<sub>2.5</sub> nonattainment designations for Sacramento on October 8, 2009. In October 2013, the SMAQMD formally requested that the EPA redesignate Sacramento County from nonattainment to attainment for PM<sub>2.5</sub>. The EPA has not acted on this redesignation request as of the date of this Initial Study.

### **7.3.3 Evaluation of Air Quality**

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), SMAQMD recommends that its air pollution thresholds be used to determine the significance of project emissions. The criteria pollutant thresholds and various assessment recommendations are contained in SMAQMD’s Guide to Air Quality Assessment in Sacramento County (2009, revised), and are discussed under the checklist questions below.

#### **Question A: Less than Significant with Mitigation Incorporated**

In accordance with SMAQMD’s Guide, construction-generated NO<sub>x</sub> and operational-generated ROG and NO<sub>x</sub> (all ozone precursors) are used to determine consistency with the Ozone Attainment Plan. The Guide states:

*By exceeding the District’s mass emission thresholds for operational emissions of ROG or NO<sub>x</sub>, the project would be considered to conflict with or obstruct implementation of the District’s air quality planning efforts.*

As shown in the discussion for questions b and c below, with implementation of Mitigation Measure AIR-01, the project would not exceed construction generated NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> or the operational generated ROG and NO<sub>x</sub> thresholds. Impacts would be less than significant and no additional mitigation would be necessary.

#### **Question B: Less than Significant with Mitigation Incorporated**

##### **Construction Emissions**

##### *Regional Emissions*

SMAQMD's Guide includes a construction screening level to determine if a project would exceed the NO<sub>x</sub> threshold of significance. However, because the proposed project includes cut-and-fill operations and multiple phases of overlapping activity, the NO<sub>x</sub> construction screening level is not recommended for use. As such, the California Emissions Estimator Model (CalEEMod) version 2013.2.2 was used to quantify project-generated construction emissions. The analysis methodology, assumptions, and CalEEMod output are provided in **Appendix B**. Construction of the project is anticipated to begin May 2016 and be completed by May 2018.

The SMAQMD does not have a recommended threshold for construction-generated ROG; therefore, the maximum daily emissions of NO<sub>x</sub> are analyzed below. As shown in **Table 6**, the proposed project would generate the ozone precursor NO<sub>x</sub> in excess of the SMAQMD threshold, therefore mitigation is required.

<b>Table 6</b>	
<b>Estimated Project Construction NO<sub>x</sub> Emissions</b>	
<b>CONSTRUCTION YEAR</b>	<b>NO<sub>x</sub> (lbs./day)</b>
2016	92
2017	61
2018	28
SMAQMD Threshold	85
Threshold exceeded?	Yes

Source of emissions: CalEEMod output (Appendix B)  
Source of threshold: SMAQMD 2009

The following mitigation measure should be implemented to avoid and minimize impacts to construction period NO<sub>x</sub> emissions:

**Mitigation Measure AIR-01: Certified Tier 2 Offroad Equipment**

- All diesel-powered offroad equipment used during project construction shall meet Tier 2 off-road emissions standards. A copy of each unit's certified Tier specification shall be provided to the City of Folsom Building Department at the time of mobilization of each applicable unit of equipment.

Implementation of the above mitigation measure would reduce NO<sub>x</sub> emissions by approximately 15 percent. As shown in **Table 7**, with implementation of Mitigation Measure AIR-01, impacts would be less than significant and no additional mitigation measures would be required.



<b>CONSTRUCTION YEAR</b>	<b>NO<sub>x</sub> (lbs./day)</b>
2016	71
2017	55
2018	29
SMAQMD Threshold	85
Threshold exceeded?	No

Source of emissions: CalEEMod output (Appendix B)  
Source of Threshold: SMAQMD 2009

*Local Emissions*

The SMAQMD utilizes the same screening level as the NO<sub>x</sub> emission screening level to assist a project proponent or lead agency in determining if PM<sub>10</sub> or PM<sub>2.5</sub> emissions from constructing a project in Sacramento County will exceed the SMAQMD's construction significance thresholds. As with the NO<sub>x</sub> screening presented above, because the proposed project includes cut-and-fill operations and multiple phases of overlapping activity, the PM<sub>10</sub> and PM<sub>2.5</sub> construction screening level is not recommended for use. As such, CalEEMod was used to quantify project-generated construction emissions as discussed previously. The analysis methodology, assumptions, and CalEEMod output are provided in **Appendix B**.

The maximum daily emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are analyzed below. As shown in **Table 8**, the proposed project would generate less than significant levels of PM<sub>10</sub> and PM<sub>2.5</sub>. Impacts related to construction-generated PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be less than significant.

<b>CONSTRUCTION YEAR</b>	<b>PM<sub>10</sub> (lbs./day)</b>	<b>PM<sub>2.5</sub> (lbs./day)</b>
2016	16	9
2017	7	5
2018	4	2
SMAQMD Threshold	80	82
Threshold exceeded?	No	No

Source of emissions: CalEEMod output (Appendix B)  
Source of Threshold: SMAQMD 2009

## Operational Emissions

### *Regional Emissions*

SMAQMD provides screening levels to identify when additional analysis is necessary to determine potential significance for operational ROG, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> emissions. The operational screening levels represent the development size at which the operational emissions thresholds of significance would not be exceeded. The ROG and NO<sub>x</sub> screening levels are 460 and 316 dwelling units for multi-family and single-family housing, respectively. The PM<sub>10</sub> and PM<sub>2.5</sub> screening level is 1,375 and 990 dwelling units for multi-family and single-family housing, respectively. The proposed project includes 230 multi-family and 46 single-family dwelling units for a total of 276 dwelling units, which is less than the screening levels. Therefore, the proposed project would generate less than significant quantities of operational ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, and project-specific modeling for operational emissions is not required.

### *Local Emissions*

The primary pollutant of localized concern is mobile-source CO. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Long-distance transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. Under specific meteorological conditions and traffic conditions, CO concentrations at receptors located near roadway intersections may reach unhealthy levels, when combined with background CO levels.

The SMAQMD's two-tiered screening criteria identifies when a project has the potential to contribute to a CO hotspot and if CO dispersion modeling is necessary. According to the first screening tier, the proposed project will result in a less-than-significant impact to air quality for local CO if:

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

As detailed in the Traffic Impact Analysis, the proposed project would not result in the deterioration of any intersection to LOS E or F (MRO Engineers 2015). Because the first tier of screening criteria is met, there would be no potential for a CO hotspot or exceedance of State or federal CO ambient air quality standard. The impact would be less than significant and no MMs are required.

### **Question C: Less than Significant with Mitigation Incorporated**

The Sacramento region is in non-attainment for ozone (NO<sub>x</sub> and ROG) and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>). As discussed above, with incorporation of Mitigation Measure AIR-01, no exceedance of the District's emission thresholds for criteria pollutants would be expected for the proposed project. The project would not result in a cumulatively considerable net increase in any

criteria pollutant. A less than significant impact would result, and no additional mitigation would be necessary.

**Questions D and E: Less than Significant**

Sensitive receptors in the vicinity of the project include nearby residents and Folsom High School approximately 0.2 mile east of the project site. Other than emissions from vehicle trips by residents, and potential emissions from natural gas used for space heating, no other air emissions or odors would be released during operation of the proposed development. Normal activities associated with operation of the development would not result in the release of any odors or toxic substances into the air. Similarly, emissions of criteria air pollutants during project construction would be expected to be less than significant. Thus, overall air emissions would not expose sensitive receptors to substantial air pollutant concentrations or create objectionable odors. This would be a less than significant impact and no mitigation would be necessary.

## 7.4 BIOLOGICAL RESOURCES

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



Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

□	□	□	■
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#### 7.4.1 Environmental Setting

The project site consists of two undeveloped parcels in an otherwise fully developed area of the City of Folsom. The parcels are on the north side of Iron Point Road, and are separated from each other by Willard Drive. The Intel Corporation campus lies across Iron Point Road to the south of both parcels, and commercial and residential development surrounds both parcels to the east, north, and west. The nearest substantial areas of undeveloped land are 0.5 mile north in Blue Ravine, 0.5 mile south across US-50, 0.8 mile west in the American River Parkway, and 1.4 miles east in undeveloped lots south of Iron Point Road and north of US-50.

The eastern parcel was mass-graded in 2005 and is currently characterized by ruderal herbaceous vegetation and disturbed surface soils. The western parcel is relatively undisturbed; however, the entire portion of the City of Folsom in which the parcels are located is mapped on USGS topographic maps as dredge tailings, which were deposited after 1922 and before 1944. Dredge tailings are deep, rocky, excessively drained soils lacking developed horizons and are not the result of natural soil formation processes. Vegetation on the western parcel is a mix of ruderal herbaceous understory and native woody shrubs and trees. USGS topographic maps dating back to 1891 show no natural streams or drainage channels on either parcel; however, a freshwater pond is depicted on USGS maps in the eastern parcel after 1944. This pond was likely the result of dredging activities and was obliterated by grading in 2005.

#### 7.4.2 Regulatory Framework Related to Biological Resources

The City of Folsom regulates urban development through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required of all projects constructed throughout the City, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many potential environmental effects. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Folsom.

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

Special status species are protected by state and federal laws. The California Endangered Species Act (CESA; California Fish and Game Code Sections 2050 to 2097) protects species listed as threatened and endangered under CESA from harm or harassment. This law is similar to the Federal Endangered Species Act of 1973 (FESA; 16 USC 1531 *et seq.*) which protects federally

threatened or endangered species (50 CFR 17.11, and 17.12; listed species) from take. For both laws, take of the protected species may be allowed through consultation with and issuance of a permit by the agency with jurisdiction over the protected species.

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

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

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

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

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

### **Nesting and Migratory Birds**

Nesting birds are protected by state and federal laws. California Fish and Game Code (§3503, 3503.5, and 3800) prohibits the possession, incidental take, or needless destruction of any bird nests or eggs; Fish and Game Code §3511 designates certain bird species “fully protected” (including all raptors), making it unlawful to take, possess, or destroy these species except under issuance of a specific permit. Under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USF §703-711), migratory bird species and their nests and eggs that are on the federal list (50 CFR §10.13) are protected from injury or death, and project-related disturbance must be reduced or eliminated during the nesting cycle.

## City of Folsom Tree Preservation Ordinance

Requirements related to biological resources also include protection of existing trees and specifies measures necessary to protect both ornamental and native oak trees. Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, further regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; and establishes mitigation requirements for cut or damaged trees (City of Folsom 2000). The Tree Preservation Ordinance establishes policies, regulations, and standards necessary to ensure that the City will continue to preserve and maintain its “urban forests”. Anyone who wishes to perform “Regulated Activities” on “Protected Trees” must apply for a permit with the City. Regulated activities include:

- Removal of a Protected Tree
- Pruning/trimming of a Protected Tree
- Grading or trenching within the Protected zone

Protected trees include:

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

## Jurisdictional Waters

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

### 7.4.3 Methods

Biological studies conducted in preparation of this Initial Study included a desktop review of regionally-occurring special-status species and habitats with the potential to occur in the project site and/or be affected by the proposed project, and biological reconnaissance surveys. The results of the biological database and records searches for the project site, as well as a list of species observed during the biological reconnaissance, are compiled in **Appendix C**.

Species were considered to be special-status if they fall into one or more of the following categories:

- Listed as endangered or threatened under the FESA (including candidate species and species proposed for listing);
- Listed as endangered or threatened under the CESA (including candidate species and species proposed for listing);
- Designated as a Species of Special Concern by the CDFW; and/or,
- Designated by the California Native Plant Society (CNPS) as California Rare Plant Rank 1 or 2.

To determine the potential for special-status species or their habitats to occur in the project site and vicinity, the most current lists of regionally-occurring special-status species known to occur or having the potential to occur on the “Folsom, CA” U.S. Geological Survey 7.5-minute topographic quadrangle were obtained from the following databases: the CNDDDB database maintained by the CDFW (CDFW 2015), the CNPS database (CNPS 2015), and the Information for Planning and Conservation online system maintained by the USFWS (USFWS 2015a). These lists were then reviewed to determine which of the regionally-occurring special-status species have the potential to occur in the project site and vicinity and/or be affected by the proposed project (refer to **Appendix C** for the species lists). The potential for each regionally-occurring special-status species to occur in the project site and vicinity and/or be affected by the proposed project was determined based on a comparison of the life history requirements, known ranges (geographic and/or elevational), and reported occurrences of the special-status species to the habitats on the project site noted during the biological reconnaissance survey as well as other factors such as local knowledge of such species distribution(s) and professional judgement by HELIX biologists.

A biological reconnaissance was conducted by professional biologists Catherine Silvester and George Aldridge, of HELIX, on December 17, 2015 to assess current conditions at the project site, and the current presence/location, and/or extent of biological resources in the project site. International Society of Arboriculture (ISA) Certified Arborist Edwin Stirtz, of Sierra Nevada Arborists, conducted an arborist survey of the project site on April 8, 9, and 21, 2015. The arborists report, dated April 27, 2015, is provided as **Appendix D**.

The biological reconnaissance survey was accomplished by walking meandering transects through the project site in order to obtain 100 percent visual coverage of the site. Habitats present in the project site were classified based on the dominant plant species present and identifiable at the time of the survey. The site was also reviewed for aquatic features exhibiting characteristics indicating the potential for waters of the U.S., including the presence of hydrophytic vegetation, bed and bank, or depressional topography.

The arborist survey involved locating, measuring, and assessing the condition of all trees on the project site over 6-inches diameter at breast height. All surveyed trees were marked with a permanent numbered metal tag, and their condition scored as ‘excellent’ to ‘poor’ based on standard arboricultural assessment methods.



#### 7.4.4 Biological Communities/Land Cover Types

Biological communities/land cover types (hereafter referred to as “habitat types”) present on the project site include annual grassland, and blue oak-foothill pine (Figure 4 in Appendix A).

These habitat types are described below. Habitat nomenclature is from the California Wildlife Habitat Relationships System used by the CDFW as referenced on the Internet at: [[http://www.dfg.ca.gov/biogeodata/cwhr/wildlife\\_habitats.asp](http://www.dfg.ca.gov/biogeodata/cwhr/wildlife_habitats.asp)].

##### **Annual Grassland**

Annual grassland is an open, herbaceous habitat dominated by non-native annual grasses and forbs. Most of the characteristic species are European grasses, introduced as forage for stock-raising, that have become naturalized throughout the state and have largely replaced native perennial grasses in most communities. In less-disturbed areas, annual grassland is well-developed and supports a variety of native annuals and perennial bulbs (wildflowers), may contain vernal pools, and provides habitat values for special-status species. In more-disturbed areas, annual grassland is typically ruderal and includes many broadleaf annuals and grasses considered noxious weeds. The entire eastern parcel and most of the western parcel are annual grassland.

The annual grassland habitat on the project site is dominated by non-native grasses and forbs including foxtail chess (*Bromus madritensis* ssp. *madritensis*), soft chess (*Bromus hordeaceus*), common rippgut (*Bromus diandrus*), wild oat (*Avena fatua*), medusa head (*Elymus caput-medusae*), yellow star thistle (*Centaurea solstitialis*), filaree (*Erodium* sp.), stinkwort (*Dittrichia graveolens*), rose clover (*Trifolium hirtum*), Italian thistle (*Carduus pycnocephalus*), perennial mustard (*Hirschfeldia incana*), and annual fireweed (*Epilobium brachycarpum*). Nearly all of the vegetation on the eastern parcel is non-native, and large areas are heavily dominated by invasive forbs including patches of yellow star thistle, stinkwort, and perennial mustard. Annual grassland on the western parcel includes the same *Bromus* species and wild oat, but does not support the thistles, mustard, and stinkwort found on the more disturbed eastern parcel. Common annual forbs on the western parcel include four-leaved allseed (*Polycarpon tetraphyllum*), flax-leaf fleabane (*Erigeron bonariensis*), protruding buckwheat (*Eriogonum nudum* var. *indictum*), ruby sand-spurry (*Spergularia rubra*), and California golden poppy (*Eschscholzia californica*).

##### **Blue Oak – Foothill Pine**

Blue oak-foothill pine occupies the northern half of the western parcel. This habitat is characterized by mature foothill pines (*Pinus sabiniana*), interior live oaks (*Quercus wislizenii*), and blue oaks (*Quercus douglasii*). A few Pacific willow (*Salix lasiandra* var. *lasiandra*) and Fremont cottonwood (*Populus fremontii*) grow in a gully at the northern end of the parcel. A shrubby understory of deer brush (*Ceanothus integerrimus*) and toyon (*Heteromeles arbutifolia*) occurs among oaks and pines in the more open southern portion of the parcel.

#### 7.4.5 Wildlife

The project site provides habitat for disturbance-tolerant wildlife species typical of urban and suburban areas. Very little wildlife was observed during the biological reconnaissance; species observed include black phoebe (*Sayornis nigricans*), western kingbird (*Tyrannus verticalis*),

bush-tit (*Psaltriparus minimus*), spotted towhee (*Pipilo maculatus*), yellow-rumped warbler (*Setophaga coronata*), and American crow (*Corvus brachyrhynchos*).

#### **7.4.6 Special-Status Species with the Potential to Occur**

The CDFW, USFWS, and CNPS lists included a total of 21 regionally-occurring special-status species that were reviewed for the potential to occur on the project site or otherwise be impacted by the proposed project (**Appendix C**). These regionally-occurring special-status species are typically associated with aquatic habitats including perennial waterbodies, wetlands, and/or vernal pools, or are associated with relatively undisturbed contiguous stands of oak or riparian woodland. The project site is heavily disturbed and lacks any of these aquatic habitats. The blue oak-foothill pine habitat on the project site is an isolated patch surrounded by urban development. Species expected to use the site would be highly adaptable common species tolerant of disturbance and urban areas.

No special-status wildlife species are expected to occur on the project site with the possible exception of a special-status bird using the project site as a temporary stopover in transit to or from more suitable habitats. Three regionally-occurring special-status bird species that could potentially use low-quality habitat in the project site on an intermittent basis are burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsonii*), and white-tailed kite (*Elanus leucurus*). These species are discussed in detail below.

#### **Burrowing Owl (*Athene cunicularia*)**

Federal Status – None

State Status – Species of Special Concern

Other – Designated as a Migratory Bird under the MBTA (50 CFR §10.13)

Burrowing owls are often found in open, dry grasslands, agricultural and range lands, and desert habitats. They can also inhabit grass, forb, and shrub stages of pinyon and ponderosa pine habitats. Burrowing owls occur at elevations ranging from 200 feet below mean sea level to over 9,000 feet amsl. In California, the highest elevation where burrowing owls are known to occur is 5,300 feet amsl in Lassen County. In addition to natural habitats, burrowing owls can be found in urban habitats such as at the margins of airports and golf courses and in vacant urban lots. Burrowing owls nest in underground burrows and commonly perch on nearby fence posts or mounds. The owls also use ground squirrel burrows, badger dens or artificial burrows such as abandoned pipes or culverts.

Although the more northern burrowing owl populations migrate seasonally, burrowing owls are year-round residents in much of California. The nesting season for burrowing owl can begin as early as February 1 and continues through August 31. Burrowing owls forage in adjacent grasslands and other suitable habitats primarily for insects and small mammals, and less often for reptiles, amphibians, and other small birds.

The CNDDDB contains three reported occurrences of burrowing owls within approximately 5 miles of the project site from the winters of 2006 and 2010. All observations were in undeveloped areas south of US-50, with no reported occurrences of burrowing owl in suburban areas within the City of Folsom. There are no historic records of the species occurring in the City of Folsom north of US-50.

The western parcel is unsuitable for Burrowing owl due to steep slopes and cover of trees and shrubs. The eastern parcel provides flat, open terrain favored by burrowing owl; however, large portions of the parcel support dense weedy forbs such as yellow star thistle, stinkwort, Italian thistle, and perennial mustard that provide impenetrable cover for prey. No small mammals were observed or detected on the eastern parcel during the biological reconnaissance, nor were any burrows suitable for use by burrowing owl. The eastern parcel at best provides a small, isolated patch of low-quality potential habitat, and burrowing owls are not likely to occupy it.

**Swainson's Hawk (*Buteo swainsonii*)**

Federal status – None

State status – Threatened

Other – Designated as a Migratory Bird under the MBTA (50 CFR §10.13)

Swainson's hawk is an uncommon breeding resident and migrant in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen County, and the Mojave Desert. There has been very limited Swainson's hawk breeding reported from Lanfair Valley, Owens Valley, Fish Lake Valley, Antelope Valley, and in eastern San Luis Obispo County. Swainson's hawk breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley and forages in adjacent grasslands or suitable grain or alfalfa fields, or livestock pastures.

Swainson's hawks breed in California and winter in Mexico and South America. Swainson's hawks usually arrive in the Central Valley between March 1 and April 1, and migrate south between September and October.

Swainson's hawks usually nest in trees adjacent to suitable foraging habitat, which may include trees near the edges of riparian stands, in lone trees or groves of trees in agricultural fields, and in mature roadside trees. Valley oak, Fremont cottonwood, walnut, and large willow with an average height of about 58 feet, and ranging from 41 to 82 feet, are the most commonly used nest trees in the Central Valley. Suitable foraging areas for Swainson's hawk include native grasslands or lightly grazed pastures, alfalfa and other hay crops, idle land, certain grain and row croplands, and ruderal lands. Swainson's hawks primarily feed on voles; however, they will feed on a variety of prey including small mammals, birds, and insects.

The CNDDDB contains three reported occurrences of nesting Swainson's hawks approximately 2.8 and 3.7 miles south of the project site; these are the closest reported occurrences of nesting Swainson's hawk to the project site. The records are from the springs of 2011 and 2012, when Swainson's hawks were reported nesting or exhibiting nesting behavior in undeveloped areas south of US-50. Areas where Swainson's hawks have been reported are within a larger expanse of higher quality suitable habitat including oak savannah and large pastures and other open fields. There are no reported occurrences in the CNDDDB of Swainson's hawk nesting north of US-50 in the suburban areas within the City of Folsom.

There is suitable nesting habitat for Swainson's hawk on the western parcel; however, the annual grassland habitat on the eastern parcel provides very low-quality foraging habitat for Swainson's hawk, at best. While Swainson's hawk could potentially pass over the project site in transit to or from higher quality habitat, the project site provides very limited foraging and is not considered a suitable forage source for this species. Swainson's hawk is highly unlikely to use the project site due to its small size and location in a developed area other than potentially as a brief stopover.

### **White-tailed kite (*Elanus leucurus*)**

Federal status – none

State status – Fully Protected

Other – Designated as a Migratory Bird under the MBTA (50 CFR §10.13)

White-tailed kite is a common to uncommon, yearlong resident in coastal and valley lowlands and is rarely found away from agricultural areas. The species does, however, inhabit herbaceous and open stages of most habitats, mostly in cismontane California. The main prey of white-tailed kite is voles and other small, diurnal mammals, but it occasionally preys on birds, insects, reptiles, and amphibians. 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; usually 6- 20 meters (20-100 feet) above ground. Nests are located near open foraging areas in lowland grasslands, agricultural areas, wetlands, oak-woodland and savannah habitats, and riparian areas associated with open areas.

The closest reported occurrences of white-tailed kite are 2 miles northwest on the north shore of Lake Natoma, 2 miles west, 3.5 miles east, and 3.8 miles south. All of these records are over 25 years old.

It is unlikely that white-tailed kite would use the blue oak-foothill pine habitat in the project site for nesting because this species typically uses dense-topped trees where the nests can be obscured, especially when nesting in urban areas, and nests are placed near suitable foraging habitat. While the annual grassland habitat could potentially be used as foraging for white-tailed kite, the small size of the site and high level of disturbance preclude the project site from being considered a suitable forage source. White-tailed kite is highly unlikely to occur on the project site other than as a brief transient due to the small size of the project site and level of human disturbance.

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

While no special-status bird species are expected to nest on the project site, habitat is present on the site for a variety of common bird species that nest in trees or on the ground in urban and suburban areas. A variety of bird species may use the mature trees in and adjacent to the western parcel for nesting. No bird nests were observed on the project site; however, birds could occupy the project site prior to construction.

#### **7.4.6 Protected Trees**

A total of 30 native oaks (3 blue oak [*Quercus douglasii*] and 27 interior live oak) were identified on the project site during the arborist survey, with an aggregate stem diameter of 433 inches. These oak trees are protected under the City of Folsom Tree Preservation Ordinance.

#### **7.4.7 Jurisdictional Waters**

No potential waters of the U.S. and/or State are present in the project site. The USFWS National Wetlands Inventory Mapper (USFWS 2015b) shows a freshwater pond in the western half of the eastern parcel. The U.S. Environmental Protection Agency WATERS Program geospatial information layer for Google Earth (EPA 2015c) does not show this pond. Review of historic



aerial imagery and USGS topographic maps (NETR 2015) indicate that the freshwater pond appears sporadically on USGS topographic maps dating back to 1944, when the project site is first mapped as “dredge tailings”, but not before that year. The pond is evident on aerial photographs from the 1960’s, but is not evident on aerial photographs from 2002, prior to the mass-grading of the site in 2005. The preponderance of evidence suggests that this freshwater pond was an artifact of dredging activities that occurred sometime between 1922 and 1944, and was definitely obliterated no later than 2005.

Pacific willow (*Salix lucida*) and Fremont cottonwood (*Populus fremontii*) growing in the gully at the northern edge of the western parcel likely subsist on groundwater collecting in the gully from surrounding higher ground. There is no evidence of surface flows or inundation, such as an ordinary high water mark, wrack lines, soil cracks, or sediment accumulation, in this gully.

#### **7.4.8 Evaluation of Biological Resources**

##### **Question A: Less than Significant with Mitigation Incorporated**

The proposed project would not affect special-status species. However, common bird species protected by the MBTA and/or Fish and Game Code may nest on the project site. The blue oak trees and ruderal areas located in and adjacent to the project site provide low quality potential nesting habitat for a variety of common bird species, which are protected from disturbance during the nesting season by the MBTA and/or Fish and Game Code. If active nests are present at the time of construction, construction activities may result in injury or death of individual birds (e.g., if trees or limbs containing active nests are removed), or harassment which may cause nesting birds to abandon active nests resulting in the loss of eggs or young. The loss of foraging habitat in the vicinity of an active nest may result in the reduced health and vigor of eggs and/or nestlings, resulting in reduced survival rates. Any harassment, injury, or death of nesting birds, their nestlings, or eggs would be considered a significant impact.

The following mitigation measures should be implemented to avoid and minimize impacts to potentially nesting birds:

##### **Mitigation Measures BIO-01: Avoid and Minimize Impacts to Nesting Birds**

If construction activities, including tree removal and/or trimming or pruning of branches and limbs, 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. An additional survey shall be conducted within 48 hours prior to commencement of construction.

- If no nests are found, no further mitigation is required.
- If active nests are identified in these areas, the City shall coordinate with the 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 the CDFW and shall be appropriate for the species of bird and nest location.

With implementation of the above mitigation measure, potential impacts to nesting birds would be less than significant and no additional mitigation measures would be required.

**Question B: No Impact**

No riparian habitats, sensitive natural communities, or other protected habitats are located on or adjacent to the project site. Therefore, no impact will occur, and no mitigation is necessary.

**Question C: No Impact**

No potential waters of the U.S. occur on the project site. Therefore, no impact will occur, and no mitigation is necessary.

**Question D: No Impact**

The project site is surrounded on all sides by development for a minimum distance of 0.5 mile, and provides only a small amount of low-quality habitat for wildlife. The isolation of the project site makes it very unlikely to function as dispersal or movement habitat for terrestrial wildlife, and more likely to support a small number of resident individuals of common small mammal and reptile species. Birds are more likely use the site for temporary perching and foraging, as they are able to cross the surrounding busy streets and extensive areas of development.

No native wildlife nursery sites would be affected. The project would result in no impacts to the movement of native resident wildlife and would not impede the use of native wildlife nursery sites; no mitigation is necessary.

**Question E: Less than Significant with Mitigation Incorporated**

A total of 30 native oak trees located on the project site meet the criteria for protection under the City of Folsom Tree Ordinance. All of the trees will be removed as a result of the proposed project. Removal or damage of protected trees could conflict with the Folsom Tree Preservation Ordinance, and would be considered to be a significant impact.

The following mitigation measure would be implemented to minimize impacts to trees protected under the City of Folsom Tree Ordinance:

**Mitigation Measures BIO-02: Minimize impacts and mitigate for impacts to trees protected under the City of Folsom Tree Ordinance**

- 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 would likely 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.

With implementation of the above mitigation measure, impacts to existing ordinances would be less than significant and no additional mitigation measures would be required.

**Question F: No Impact**

No Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan has been approved for the City of Folsom. Therefore, no impacts to an existing adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan will occur, and no mitigation is necessary.

## 7.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 7.5.1 Environmental Setting

State and federal legislation requires the protection of historical and cultural resources. In 1971, President's Executive Order No. 11593 required that all federal agencies initiate procedures to preserve and maintain cultural resources by their nomination and inclusion on the National Register of Historic Places. In 1980, the Governor's Executive Order No. B-64-80 required that state agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places." Section 15064.5(b)(1) of the State CEQA Guidelines specifies that projects that cause "...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired" shall be found to have a significant impact on the environment.

The City of Folsom has been a key site in significant early California history. The City played an important role in the gold rush, railroading, and the development of hydropower in California. Additionally, the early development of Folsom was accomplished by a diversity of ethnic groups found in few other places in California. Several gravel bars situated along the American River were rich in gold. Stores of gold were located at Slate Bar, across from Folsom State Prison, in the early 1850s. During the 1880s and 1890s, mining occurred within Folsom's city limits.

The Native Americans who occupied the area of the City at the time of Euro American contact (ca. 1845) are known as the Southern Maidu or Nisenan. Ethnographers who have studied these Penutian-speaking people generally agree that their territory included the drainages of the Bear, American, Yuba, and southern Feather Rivers. Permanent settlements were on ridges separating parallel streams or on crests, knolls, or terraces located part way up the slope (Kroeber 1925).



Penutian-speaking people generally agree that their territory included the drainages of the Bear, American, Yuba, and southern Feather Rivers. Permanent settlements were on ridges separating parallel streams or on crests, knolls, or terraces located part way up the slope.

Standard Construction Specifications were developed and approved by the City of Folsom on May 25, 2004. They include Article 11 – Cultural Resources, which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource or human remains (City of Folsom 2004).

### **7.5.2 Cultural Resources Present in the Project Site**

The presence of cultural resources in the project site was determined through a records search, Native American Heritage Commission (NAHC) inquiry, and pedestrian survey of the project site. The methods and results of the records search, inquiry, and pedestrian survey are described below.

#### **North Central Information Center Record Search**

To determine the presence of cultural and historical resources within the project area and a 0.50-mile radius, staff at the North Central Information Center (NCIC) conducted a record search on September 8, 2015. The record search included a review of National Register of Historic Places (NR), the California Register of Historic Resources (CRHR), the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, the California State Historic Resources Inventory (HRI), and the Archaeological Determinations of Eligibility (ADOE), were reviewed. Historic maps were also examined to gain insights into past developments and changes within the project area and its surroundings.

The NCIC results indicate that three historic resources have been recorded within the 0.50-mile search radius. The historic resources are primarily mining related and include mining tailings and quarries but there are also foundations and structures, roads, trails and railroad grades and water conveyance systems. Two of the recorded sites include the project area; P-34-000335 and P-34-002284. Site P-34-000335 is recorded as the Folsom Mining District and is a broadly defined historic district covering much of the Folsom and Sacramento area. Site P-34-002284 is the Natomas-Intel Dredge Field consisting of mine tailings. The third site, P-34-002237, is the Willow Springs Site that is approximately 1,150 feet northeast of the project and consists of a water conveyance system, road, tailings and a spring.

Nine reports have been prepared within the search radius and three of the reports (000252, 000356, and 003886) included the project area (**Table 9**).

**Table 9  
Previously Recorded Reports**

<b>REPORT NUMBER</b>	<b>AUTHOR; YEAR</b>	<b>TITLE</b>
000252	Peak & Associates, Inc.; 1979	Cultural Resource Assessment of the Proposed Natomas Development, Sacramento County, CA
000332	Peak & Associates, Inc.; 1986	Cultural Resource Assessment of the Prairie City Technical Center, City of Folsom, California
000356	Peak & Associates, Inc.; 1981	Cultural Resource Assessment for a Feasibility Study of Three 200 acre sites in Sacramento County, California
003036	Mary L. Maniery, Keith Syda, and Kristin Boice; 1996	Cultural Resources Investigations of the Bradshaw, Sunrise, and Folsom East Interceptors Project Sacramento County, California
003770	Lindström, Susan;1993	Prairie City Center Project
003886	Lindström, Susan;1988	A Cultural Resource Evaluation of the Intel Expansion Project Folsom, California Sacramento County
007926	McKenna, Jeanette A. Hatheway & McKenna and Keven J. Peter; 1987	An Archaeological Reconnaissance Survey of a Five Hundred Acre Parcel within the City of Folsom, Sacramento County, California
009183	Dana McGowan; 2000	Cultural Resources Investigation for the Nextlink Fiber Optic Project, Sacramento and Placer Counties
009703	Don Lewis; 2006	Site Visit Results for Cingular Project SCRMCAS212: 1900 Prairie City Road, Sacramento CA

### **Native American Heritage Commission and AB 52 Consultation**

On September 14, 2015, HELIX sent a request to the NAHC for a search of their Sacred Lands File. A second request was sent on December 9, 2015. The response from the NAHC was received on December 10, 2015 noting that the record search of the sacred lands file failed to indicate the presence of Native American cultural resources in the immediate project area. A list of 19 Native American representatives who may have additional information about the project site was sent with the results. On December 21, 2015, letters were sent to each of the 19

representatives requesting further information about the project area. As of this date, no responses have been received from any of the 19 Native American representatives.

The City received an Assembly Bill (AB) 52 consultation request from the Wilton Rancheria and the United Auburn Indian Community (UAIC). In accordance with Public Resources Code Section 21080, the City responded to the consultation request and communication is on-going with both tribal governments. The City, at the very least, will submit this draft public comment Initial Study along with information relevant to cultural resources record search and pedestrian survey to the Wilton Rancheria and UAIC for their review and consideration.

### **Pedestrian Survey**

On September 21, 2015, HELIX Senior Archaeologist, Carrie Wills, RPA, conducted a pedestrian survey of the proposed project area. The survey consisted of walking 10- to 15-meter transects within the project area, where possible. Ground surface visibility was good to poor depending on the density of the vegetation. Roughly, 60-70 per cent of the project area had good visibility. The Cresleigh Ravine area was highly disturbed with relatively steep slopes and appeared to have been created from bulldozed mine tailings. Review of historic aerials illustrates how disturbed the entire area was and topographic maps dating back to 1955 label the area as "Tailings." The Campus at Iron Point area was far less disturbed, had no trees, and was relatively flat. There were small areas of dense weeds but for the most part, visibility was good.

Although some small features have been recorded near the project area, no pre-contact or historic era resources were discovered during the field survey.

Review of historic aerial maps dating from 1952 to 1966 indicate there were no structures within or adjacent to the project area at that time. The 1993 aerial shows residential developments to the northwest but no structures within the project area. Topographic maps of the project area dating from 1955 to 1980 show no structures and the project area and vicinity are labeled as "Tailings."

### **7.5.3 Evaluation of Cultural Resources**

#### **Question A: Less than Significant with Mitigation**

Although the project area is within the Folsom Mining District, the tailings in the project area appear to have been bulldozed and altered, and there are no unusual features within the project area that contribute to the historic interpretation of the District. In addition, because the project area appears to have been significantly disturbed over the years by dredging, dumping, and bulldozing it seems highly unlikely that intact historic resources associated with the Folsom Mining District would be impacted by project development.

Although no historic-age resources, other than the rocks indicating tailings, were found during the field survey, there is always the possibility that previously unknown historic resources exist below the ground surface. Therefore, implementation of standard cultural resource construction mitigation (Mitigation Measure CUL-1) would ensure that this impact is less than significant.

Standard Construction Specifications were developed and approved by the City of Folsom on May 25, 2004. They include Article 11 – Cultural Resources, which provides direction on

actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource or human remains (City of Folsom 2004).

**Mitigation Measure CUL-01: Avoid and minimize impacts to previously unknown historic resources.**

- It is always possible that ground-disturbing activities during construction may uncover previously unknown, buried historic resources. 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 City 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.

**Question B: Less than Significant with Mitigation**

No pre-contact resources have been recorded within a 0.50-mile radius of the project. Therefore, the project area does not appear to be sensitive for Native American resources. In addition, no pre-contact resources were discovered during the course of the field survey within the project area. Additionally, since the project area consists of disturbed mine tailings, it is considered highly unlikely that intact, significant Native American resources would be present within the project area.

However, it is possible that subsurface excavation activities may encounter previously undiscovered archaeological resources. The implementation of standard cultural resource construction mitigation (Mitigation Measure CUL-2) would ensure that this impact is less than significant.

**Mitigation Measure CUL-02: Avoid and minimize impacts to previously unknown archaeological resources.**

- It is always possible that ground-disturbing activities during project development may uncover previously unknown archaeological resources. 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 City 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.

### **Question C: Less than Significant with Mitigation**

No human remains are known to exist within the project area nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. However, if human remains are discovered, implementation of Mitigation Measure CUL-3 would reduce this potential impact to a less than significant level.

### **Mitigation Measure CUL-03: Avoid and minimize impacts related to accidental discovery of human remains.**

- 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:
  1. 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.
  2. 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 descendent or the most likely descendent 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 recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

### **Discussion of Tribal Cultural Resources**

Effective July 1, 2015, AB 52 amended CEQA to mandate consultation with California Native American tribes during the CEQA process to determine whether or not the proposed project may have a significant impact on a Tribal Cultural Resource, and that this consideration be made separately from cultural and paleontological resources.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies carry out consultation with tribes at the commencement of the CEQA process to identify Tribal Cultural Resources. Furthermore, because a significant effect on a Tribal Cultural Resource is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures.

If there is a Tribal Cultural Resource within the project area that would sustain a significant impact, the consultation efforts between the City and the appointed Native American representative would provide reasonable mitigation measure(s) that may result in a less than significant impact.

On January 5, 2016 and January 6, 2016, the City of Folsom provided a Notice of Opportunity to Consult Letter to the Wilton Rancheria Tribe, and the United Auburn Indian Community regarding the proposed project. In accordance with AB 52 and Section 21080.3.1(b) of the California Public Resources Code (PRC), the City was responding to specific requests from the tribes to be notified of projects in the City's jurisdiction that will be reviewed under CEQA. In the aforementioned letter, it was stated that in accordance with PRC Section 21080.3.1(b), each of the tribes was given 30 days from the receipt of the letter to either request or decline consultation in writing for this project. City staff did not received any written communication from either of the tribes within the required 30-day time period, thus no consultation occurred. It is important to note that due to the fact that the proposed project includes a request for approval of a General Plan Amendment, the project is subject to the requirements of California SB 18. As such City staff has initiated the request for consultation process with various California Native American Tribes as required by the government code.

## 7.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ■

### **7.6.1 Environmental Setting**

#### **Geology**

The project area is at the base of the western Sierra Nevada foothills, and is underlain by metamorphic rocks.

The Foothill fault system is located along the western slope of the Sierra Nevada, and is the nearest source of seismic activity to the project site. The Bear Mountain Fault, four miles east of Folsom, is a potentially active trace of the Foothills fault system. Although historic seismic activity has been minor along this fault, the potential for strong ground shaking is present. An earthquake on the Bear Mountain fault could cause bedrock accelerations up to 0.35 g (acceleration of gravity).

The State Division of Mines and Geology has published a map of maximum potential earthquake intensities for California. The project area is within seismic risk Zone 3. A maximum credible earthquake (Richter scale magnitude 6.5) on the Bear Mountain Fault could cause groundshaking of modified Mercalli scale intensity VII or greater, and subsequently cause major damage to structures and injury to people (Folsom, USBR 1992).

The Alquist-Priolo Earthquake Fault Zone Act was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The purpose of the Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. No active or potentially active faults are located within the project site or in the project vicinity as mapped under the Act (CGS 2016).

#### **Soils**

Soils on the project site are mapped entirely as Xerorthents, dredge tailings, 2 to 50 percent slopes (Map Unit 245; NRCS 2015). This complex is characterized by mine spoil or earthy fill that is somewhat excessively drained, and with a depth to bedrock exceeding 80 inches. Slopes are short, complex, and disturbed. There are no known limitations associated with Xerorthents.

#### **City Regulation of Geology and Soils**

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code, which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. The City as additionally adopted a Grading Code (Folsom Municipal Code Section 14.29) that regulates grading citywide to control erosion, stormwater drainage, revegetation, and ground movement.



## **7.6.2 Evaluation of Geology and Soils**

### **Question A(i): No Impact**

There are no active or potentially active faults located within the project site, or in the project vicinity as mapped under the Alquist-Priolo Earthquake Fault Zone Act. Because no faults underlie the project site, no impact would result and no mitigation would be necessary.

### **Question A(ii): Less than Significant Impact**

The project area is within seismic risk Zone 3, and a maximum credible earthquake on the Bear Mountain Fault could cause groundshaking of modified Mercalli scale intensity VII or greater, and subsequently cause major damage to structures and injury to people within the project area. While earthquake-induced groundshaking could occur in the project vicinity, historically, seismic activity in the Folsom area has been limited. Further, the proposed project would be constructed in accordance with standards imposed by the City of Folsom through the Grading Code, and in compliance with California Building Code requirements. Potential impacts would be reduced to levels considered acceptable in the City and region. As a result, the project would not expose people or structures to substantial adverse effects of seismic events. This would be a less than significant impact and no mitigation would be required.

### **Question A (iii): Less than Significant Impact**

Liquefaction is a process by which water-saturated materials, such as soil and sediment, lose strength and fail during strong ground shaking. Liquefaction occurs when granular material is transformed from a solid state into a liquefied state as a consequence of increased water pressure. Liquefaction is most commonly induced by strong ground shaking associated with earthquakes.

Factors that contribute to liquefaction potential include soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Liquefaction can occur where unconsolidated sediments and a high water table coincide. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in fresh water environments are generally stable under the influence of seismic ground shaking. According to the soils mapping for the site, the dredge tailings consist of mine spoil or earthy fill with a depth to the water table greater than 80 inches (NRCS 2015). The soils on the project site do not contain the characteristics typical of soils most susceptible to liquefaction, and because the depths to groundwater are more than 80 inches below the ground surface, it is unlikely that the proposed project would be exposed to liquefaction hazards. Further, the proposed project would be constructed in accordance with standards imposed by the City through the Grading Code, and in compliance with California Building Code requirements. Compliance with these regulations would further reduce potential impacts related to liquefaction. Impacts as a result of seismic-related ground failure or liquefaction hazard at the project site would be less than significant and no mitigation would be required.

### **Question A (iv): Less than Significant Impact**

There is a potential that the proposed project could be exposed to the effects of earthquake-induced ground shaking; however, standards imposed by the City of Folsom through the Grading

Code, and compliance with California Building Code requirements, would reduce this potential impact to levels considered acceptable in the City and region. Likewise, the moderate potential effects from weak soils and water erosion hazards would be minimized through implementation of these standards. There would be no potential for impacts associated with rupture of a known earthquake fault, and less than significant impacts associated with strong seismic ground shaking, seismic-related ground failure, landslides, soil erosion or loss of topsoil, unstable soils, and expansive soils. Overall impacts would be less than significant and no mitigation would be required.

#### **Question B: Less than Significant Impact**

Soils on the project site are somewhat excessively drained with a high infiltration rate and low runoff potential, which would indicate a lower potential for water erosion. However, ground disturbing activities during construction of the project would increase the potential for soil erosion.

The California Building Code and the City's Grading Code and standard conditions for approval contain requirements to minimize or avoid potential effects from water erosion hazards. As a condition of approval, prior to the issuance of a grading or building permit, the City would require the applicant to prepare a soils report, a geotechnical report, a detailed grading plan, and an erosion control plan by a qualified and licensed engineer. The soils and geotechnical reports would identify soil hazards, including potential impacts from erosion. The City would be required to review and approve the erosion control plan based on the State of California Department of Conservation's "Erosion and Control Handbook." The erosion control plan would identify protective measures to be implemented during excavation, temporary stockpiling, disposal, and revegetation activities.

Further, projects resulting in one or more acre of ground disturbance require a General Construction Activity Stormwater Permit and a National Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB). Use of the permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) for approval by the SWRCB. The plan would contain best management practices to reduce potential impacts to water quality during construction of the project. Compliance with the City's regulations, the California Building Code requirements, and implementation of the SWPPP would reduce potential impacts related to soil erosion from water to less than significant and no mitigation would be required.

#### **Question C: Less than Significant Impact**

The project site is mapped as Xerorthents (Unit 245), and NRCS does not have information regarding the stability of this soil type (NRCS 2015). The project area is not noted for unstable geologic formations susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse. Compliance with the City's regulations and the California Building Code would minimize potential impacts from weak or unstable soils. Therefore, impacts related to unstable soils would be less than significant, and no additional mitigation would be necessary.

#### **Question D: Less than Significant Impact**

Expansive soils shrink and swell in response to changes in moisture levels. The changes in soil volumes can result in damage to structures including building foundations, and infrastructure, if the project design does not appropriately accommodate the changing soil conditions. The project site is mapped as Xerorthents (Unit 245), and NRCS does not have information regarding the shrink-swell of this soil type (NRCS 2015). The proposed project would be designed to meet seismic safety requirements specified in the California Building Code, including standards to minimize impacts from expansive soils. Therefore, impacts related to the potential hazards of construction on expansive soils would be less than significant, and no mitigation would be required.

#### **Question E: No Impact**

The proposed project would be served by a community wastewater system and no on-site wastewater disposal would occur. No significant impacts from or to geophysical features or hazards would occur with implementation of the proposed project and no mitigation is required.

#### **Question F: Less than Significant with Mitigation**

None of the previous analyses of the area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. While the likelihood encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. Therefore, project development could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-5 would reduce potentially significant impacts to less than significant.

#### **Mitigation Measure GEO-01: Avoid and minimize impacts to paleontological resources**

- Should paleontological or other geologically sensitive resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Folsom Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

## 7.7 GREENHOUSE GAS EMISSIONS

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

### 7.7.1 Environmental Setting

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth's surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere which, in turn, increases the Earth's surface temperature. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion in conjunction with other human activities appears to be closely associated with global warming.

GHGs, as defined under California's Assembly Bill 32 (AB 32), include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). General discussions on climate change often include water vapor, ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Neither are aerosols gases. While these elements have a role in climate change, they are not considered by either regulatory bodies, such as CARB, or climate change groups, such as the Climate Registry, as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, ozone, or aerosols is provided.

GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of



both potency and lifespan in the atmosphere as compared to CO<sub>2</sub>. For example, since CH<sub>4</sub> and N<sub>2</sub>O are approximately 25 and 298 times more powerful than CO<sub>2</sub>, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 25 and 298, respectively (CO<sub>2</sub> has a GWP of 1). Carbon dioxide equivalent (CO<sub>2</sub>e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO<sub>2</sub>e. The atmospheric lifetime and GWP of selected GHGs are summarized in **Table 10**.

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

HFC: hydrofluorocarbons; PFC: perfluorocarbons

Source: IPCC 2007

### **Regulatory Framework Relating to Greenhouse Gas Emissions**

Assembly Bill 32, the California Global Warming Solutions Act of 2006, recognizes that California is a source of substantial amounts of GHG emissions. The statute states that:

Global warming poses a serious threat to the economic wellbeing, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

In order to help avert these potential consequences, AB 32 established a State goal of reducing GHG emissions to 1990 levels by the year 2020, which is a reduction of approximately 16 percent from forecasted emission levels, with further reductions to follow (CARB 2011).

### 7.7.2 Evaluation of Greenhouse Gas Emissions

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to State CEQA Guidelines Section 15064(b), SMAQMD recommends that its GHG thresholds be used to determine the significance of project emissions. The GHG thresholds and various assessment recommendations are contained in SMAQMD's 2009 Guide, and are discussed under the checklist questions below.

#### **Question A: Less than Significant Impact**

##### *Construction*

Construction GHG emissions are generated by vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. Construction GHG emissions were calculated by using CalEEMod Version 2013.2.2; the model is described in Section III, Air Quality. Input details are provided in **Appendix B**. The results are output in metric tons of CO<sub>2</sub>e (MT CO<sub>2</sub>e) for each year of construction. The estimated construction GHG emissions for the project are shown in **Table 11**. The proposed project would generate less than significant levels of the GHGs.

<b>YEAR</b>	<b>EMISSIONS (MT CO<sub>2</sub>e)</b>
2016	474
2017	898
2018	178
<b>SMAQMD Threshold</b>	<b>1,100</b>
<b>Threshold Exceeded?</b>	<b>No</b>

MT CO<sub>2</sub>e: metric tons of carbon dioxide equivalent

##### *Operation*

Along with the recommended threshold of significance referenced in Table 11, the SMAQMD provides that a 21.7 percent reduction of GHG emissions shows consistency with AB 32 and CARB Scoping Plan GHG reduction goals (SMAQMD 2009). The analysis presented below follows the SMAQMD technical guidance documents *Quantification of GHG Emissions for Transportation Activities* and *Quantification of GHG Emissions for Non-Transportation Activities* describing how to conduct the GHG analysis to demonstrate the 21.7 percent reduction of project operational emissions compared to the project "No Action Taken" (NAT) scenario.

Operational GHG emissions for the proposed project are estimated by including purchased electricity; natural gas use for space and water heating; the electricity embodied in water consumption; the energy associated with solid waste disposal; and mobile source emissions. Operational GHG emissions were calculated by using CalEEMod Version 2013.2.2 for both the project and the NAT scenarios. For the NAT scenario, CalEEMod is set to a 2020 operational

year with adjustments to reflect NAT for energy use and transportation. For energy use, the energy consumption rates are adjusted using the CalEEMod “historical” energy option to account for compliance with 2005 energy standards. Mobile source emission factors are adjusted according to the methods described in *Quantification of GHG Emissions for Transportation Activities* to remove credit associated with Pavley and Low Carbon Fuel Standard.

For the project scenario, CalEEMod is set to a 2020 operational year with adjustments to reflect project specific data and mitigation. Project specific adjustments include the following:

- Renewables Portfolio Standard (RPS) – The electricity emission factor is manually adjusted to scale up to the expected RPS percentage.
- 2013 Title 24 Standards – The energy efficiency is adjusted to account for mandatory compliance with the most recent Title 24 Standards.
- In accordance with 2013 CALGreen mandatory measures the Project will reduce potable water use by 20 percent when compared to statewide averages.
- In accordance with AB 341, at least 75 percent of operational waste would be diverted from landfills through reuse and recycling.

The results of the calculations are shown in **Table 12**. As shown therein, the total operational GHG emissions under the NAT scenario are estimated at 3,083 MT CO<sub>2</sub>e/yr. The total operational GHG emissions under the project scenario are estimated at 2,308 MT CO<sub>2</sub>e/yr. Comparing the project scenario to the NAT scenario yields a 25.1 percent reduction, which exceeds the 21.7 percent reduction goal identified by SMAQMD. Therefore, the project’s impacts related to GHG emissions would be less than significant.

SOURCE	NAT EMISSIONS (MT CO <sub>2</sub> e)	PROJECT EMISSIONS (MT CO <sub>2</sub> e)
Area	5	5
Energy	541	394
Mobile	2,423	1,844
Waste	68	34
Water	46	31
<b>TOTAL</b>	<b>3,083</b>	<b>2,308</b>
<b>Total Reduced Emissions</b>	<b>(775)</b>	
<b>Percent Reduction</b>	<b>25.1%</b>	
<b>Greater than 21.7% Reduction?</b>	<b>Yes</b>	
<b>Significant Impact?</b>	<b>No</b>	

MT CO<sub>2</sub>e: metric tons of carbon dioxide equivalent

### **Question B: Less than Significant Impact**

In accordance with SMAQMD's Guide, project emissions should be evaluated with respect to consistency with the following plans that have been adopted to reduce GHG emissions:

1. AB 32 and the Scoping Plan; and,
2. The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The SMAQMD's recommended thresholds and mitigation measures were developed to show consistency with AB 32 and the Scoping Plan. As discussed in response to Question VII(a) above, project specific reductions would exceed the SMAQMD GHG reduction goal. Therefore, the proposed project would be consistent with AB 32 and the Scoping Plan.

According to the Sacramento Area Council of Governments, a project can only be consistent with the MTP/SCS if it is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the adopted SCS. As discussed in Section 8.10, *Land Use and Planning*, the proposed project is consistent with the existing General Plan and Municipal Code zoning designation, and is consistent with all applicable land use plans, policies, and regulations. This impact would be less than significant and no mitigation would be required.

## 7.8 HAZARDS AND HAZARDOUS MATERIALS

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



Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

**7.8.1 Environmental Setting**

The project site is currently undeveloped and has no past land uses associated with potentially hazardous sites. The schools located nearest to the project site are Folsom High School, located approximately 0.2 mile east of the project site, and Sandra J. Gallardo Elementary School located approximately 0.4 mile east of the project site.

The following databases were reviewed for the project site and surrounding area to identify potential hazardous contamination sites: the U.S. EPA’s Envirofacts website database (EPA 2015a); California Department of Toxic Substance Control’s Hazardous Waste and Substances Site List (California Department of Toxic Substances Control 2015); and the U.S. EPA’s Superfund National Priorities List (EPA 2015b). Based on the results of the databases reviewed, the project site is not listed as a hazardous waste site.

Federal and state laws include provisions for the safe handling of hazardous substances. The federal Occupational Safety and Health Administration (OSHA) administers requirements to ensure worker safety. Construction activity must also be in compliance with the California OSHA regulations (Occupational Safety and Health Act of 1970).

**7.8.2 Evaluation of Hazards and Hazardous Materials**

**Questions A, B, C: Less than Significant Impact**

No existing hazardous materials have been identified on the project site, and the site has no history of past land uses associated with potentially hazardous sites. Development of the project site from undeveloped to residential land uses would result in an increase in the generation, storage, and disposal of hazardous wastes. During project construction, oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials may be used. If spilled, these substances could pose a risk to the environment and to human health. Following construction, household

hazardous materials such as various cleansers, paints, solvents, pesticides, pool chemicals, and automobile fluids would be expected to be used. The routine transport, use, and disposal of hazardous materials are subject to local, state, and federal regulations to minimize risk and exposure. Although Folsom High School is located within 0.25 mile of the project site, the potential risk of exposure or impacts from transport, use, and disposal of hazardous materials to the school and other nearby sensitive receptors would be minimized by implementation of the regulations. Further, the City has set forth its hazardous materials goals and policies in the Hazardous Materials Element of the General Plan. The policies protect the health and welfare of residents of Folsom through management and regulation of hazardous materials in a manner that focus on preventing problems. The potential for risks associated with the accidental release of hazardous materials during routine transport, use, or disposal would be less than significant.

**Question D: No Impact**

The project site is not included on the lists of hazardous materials sites compiled by Sacramento County pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control 2015) or the U.S. EPA (EPA 2015a), or the U.S. EPA's Superfund National Priorities List (EPA 2015b). Therefore, no significant hazard to the public or environment would result with project implementation. No impact would occur, and no mitigation is necessary.

**Questions E and F: No Impact**

The project site is not located in an Airport Land Use Plan area, and no public or private airfields are within two miles of the project site; therefore, the project would not result in a safety hazard for people residing or working in the project area. No impact would occur, and no mitigation is necessary.

**Question G: Less than Significant Impact**

Consistent with the City's Multi-Hazard Emergency Management Plan, the City of Folsom maintains pre-designated emergency evacuation routes along major streets and thoroughfares (City of Folsom 2005). No aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route. The proposed project would not result in an increased concentration of large numbers of persons in any at-risk location, and the proposed project would not have a significant impact on any emergency plans. Thus, no significant impact would occur, and no mitigation would be necessary.

**Question H: Less than Significant Impact**

The project site is located in the City of Folsom, and it is provided urban levels of fire protection by the City. Therefore, the proposed project would not increase the risk of wildland fires. No significant impact would occur, and no mitigation is necessary.

## 7.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 7.9.1 Environmental Setting

The project site is altered, and reflects a history of past hydrologic manipulation. The Campus at Iron Point parcel has been previously cleared and rough graded. The Cresleigh Ravine parcel is characterized by significant amounts of dredge tailings which form hills and ravines throughout the parcel.

Precipitation is the only apparent source of surface water for the project site. No developed storm drainage features are constructed on the project site, although the Willard Drive and Iron Point Road frontages are developed with curb and gutters with connections to the City's storm drain system. All stormwater collected in the public storm drainage system is eventually discharged to the American River or its tributaries.

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the project's proximity to a 100-year floodplain. The proposed project is on FEMA panel 06067C0118H, effective 8/16/2012. The project site is not located within a 100-year floodplain.

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

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

The City is a signatory to the Sacramento Countywide National Pollutant Discharge Elimination Program (NPDES) permit for the control of pollutants in urban stormwater. Since 1990, the City

has been a partner in the Sacramento Stormwater Quality Partnership, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova. These agencies are implementing a comprehensive program involving public outreach, construction and industrial controls (i.e., BMPs), water quality monitoring, and other activities designed to protect area creeks and rivers. This program would be unchanged by the proposed project, and the project would be required to implement all appropriate program requirements.

In addition to these activities, the City maintains the following requirements and programs to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment control, flood protection, and water use. These regulations and requirements would be unchanged by the proposed project.

Standard construction conditions required by the City include:

- *Water Pollution* – requires compliance with City water pollution regulations, including NPDES provisions.
- *Clearing and Grubbing* – specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.
- *Reseeding* – specifies seed mixes and methods for reseeding of graded areas.

Additionally, the City enforces the following requirements of the Folsom Municipal Code as presented in **Table 13**.

<b>Table 13</b> <b>City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development</b>		
<b>CODE SECTION</b>	<b>CODE NAME</b>	<b>EFFECT OF CODE</b>
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.

*continued on next page*



**Table 13**  
**City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development (continued)**

CODE SECTION	CODE NAME	EFFECT OF CODE
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.
14.33	Hillside Development	Regulates urban development on hillsides and ridges to protect property against losses from erosion, ground movement and flooding; to protect significant natural features; and to provide for functional and visually pleasing development of the city's hillsides by establishing procedures and standards for the siting and design of physical improvements and site grading.

Source: Folsom Municipal Code, July 2011

**7.9.3 Evaluation of Hydrology and Water Quality**

**Questions A, C, D, E, F: Less than Significant Impact**

Ground disturbing activities associated with construction of the proposed project, would include clearing and grading the project site. Existing ravines on the Cresleigh Ravine site would be filled to level the project site. For both parcels, modifications to the existing drainage patterns may result in localized flooding, and an increase in impervious surfaces may result in an increase in the total volume and peak discharges of stormwater runoff which may contribute to downstream erosion and flooding. However, existing off-site drainage from the project site would be improved by the proposed project. Approximately 6.64 acres of the Cresleigh Ravine site currently drains to towards the existing residences west of the project site. Under the proposed project, the parcel would be graded to redirect flows from approximately 6.4 acres currently flowing westward to the existing storm drain in Willard Drive, thereby reducing the

runoff to the adjacent residences and improving drainage issues the properties currently experience.

Construction of the proposed project has the potential to degrade water quality associated with urban runoff. Ground disturbing activities would expose soil to erosion and may result in the transport of sediments which could adversely affect water quality. Modifications to the onsite drainage resulting in on-or off-site erosion, pollutants, flooding, and/or otherwise substantially degrade water quality would be a potentially significant impact. The proposed project would be required to comply with various State and local water quality standards which would ensure the proposed project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality. The proposed project would be subject to NPDES permit conditions which include the preparation of a Storm Water Pollution Prevention Plan. As described above, the proposed project would also be subject to all of the City's standard Code requirements, including conditions for the discharge of urban pollutants and sediments to the storm drainage system, and restrictions on uses that cause water or erosion hazards. Further, prior to the issuance of grading and building permits, the applicant would be required to submit to the City a drainage plan that shows how project Best Management Practices (BMPs) capture storm water runoff during project operations. Compliance with these requirements would ensure that water quality standards and discharge requirements are not violated, and water quality is protected. Impacts would be less than significant and no mitigation would be necessary.

**Question B: Less than Significant Impact**

Implementation of the proposed project would not result in the use of groundwater, because domestic water in the City is provided solely from surface water sources from the Folsom Reservoir. While the proposed project would result in additional impervious surfaces on the site that could affect groundwater recharge, the site is not known to be important to groundwater recharge. Further, because the proposed project would not rely on groundwater for domestic water and irrigation purposes, and the site is not an important area of groundwater recharge, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. No significant impacts would occur, and no mitigation would be necessary.

**Questions G, H: No Impact**

Because the project site is located outside of a 100-year floodplain, development of the proposed project would not place persons or structures at risk from flood hazards, nor would it interfere with existing floodway capacity. Thus, no impacts would occur and no mitigation would be necessary.

**Question I: Less than Significant Impact**

The proposed project would not expose new development to inundation in the event of the failure of a dam. Should either of the City's two main dams (Folsom Lake and Mormon Island) fail, failure would most likely occur with adequate warning to evacuate residents. The project is required to adhere to City established evacuation plans reviewed by the Reclamation District that

establish protocol in the event of the dam failure. With implementation of the evacuation plan, the impact would be less than significant and no mitigation would be necessary.

**Question J: Less than Significant Impact**

The City of Folsom is located approximately 95 miles from the Pacific Ocean, at elevations ranging from approximately 140 to 828 feet amsl. Because of this, there would be no possibility of inundation by tsunami. The City is located adjacent to Folsom Lake, a reservoir of the American River impounded by a main dam on the river channel and wing dikes. Areas of the City adjacent to the wing dikes could be adversely affected by a seiche as a result of an earthquake, either through sloshing within a full reservoir or by a massive landslide or earth movement into the lake. Although historic seismic activity has been minor, the potential for strong ground shaking is present and the possibility exists of a strong earthquake occurring when lake levels are high. This could create a large enough wave to overtop or breach the wing dikes although this is considered to be a remote possibility.

Mudslides and other forms of mass wasting occur on steep slopes in areas having susceptible soils or geology, typically as a result of an earthquake or high rainfall event. Slopes associated with the edges of the building pads are located on the project site; however, City grading standards, including requirements to evaluate slope stability and implement slope stabilizing measures as necessary, would prevent this potential effect. In summary, there would be no potentially significant effect from inundation by seiche, tsunami, or mudflow and no mitigation would be necessary.

**7.10 LAND USE AND PLANNING**

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

**7.10.1 Environmental Setting**

Land use in the project area is regulated by the City of Folsom through the various plans and ordinances adopted by the City. These include the City of Folsom General Plan and the City of Folsom Municipal Code, including the Zoning Code. The General Plan currently identifies the project site as Community Commercial (CC). The current zoning for the project site is General Commercial District, Planned Development District (C-3 PD). Under the proposed project, Cresleigh Ravine parcel would be redesignated in the General Plan as Single-Family High Density (SFHD) for the proposed single family development and Single-Family (SF) for the proposed designated lots, and the Campus at Iron Point would be redesignated as Multi-Family High Density (MHD). The Cresleigh Ravine parcel would be rezoned to Residential, Single Family Dwelling, Small Lot District, Planned Development District (R-1-M PD) for the single-family development and R-1-M for the lots proposed to be designated as easements. The Campus at Iron Point parcel would be rezoned to General Apartment District, Planned Development District (R-4 PD) for the multi-family residential development.

**7.10.2 Evaluation of Land Use and Planning**

**Question A: No Impact**

The project site is currently undeveloped. It is bounded by residential land uses to the west and north, retail/commercial land uses to the east, and Iron Point Road and the Intel Corporation

campus to the south. Development on the project site would not physically divide an established community. Therefore, there would be no impact and no mitigation would be required.

**Question B: Less than Significant Impact**

As described in Section 3.5 of this IS, the development standard contained in the City Municipal Code for R-1-M is a 6,000-square-foot lot (7,500 square feet for a corner lot) that is 65 feet wide (75 feet wide for a corner lot). The maximum overall building coverage of the lot is 35 percent. The minimum setbacks are as follows: 20-foot setback for building front, one 5-foot side yard, and one 11-foot side yard, 10-foot minimum setback for the building rear (should be 20 percent of the lot depth). The building height limit is two and one-half stories not exceeding 35 feet. Two covered parking spaces must be provided per single-family home. The site layout is consistent with this design standard. The overall heights of the homes would range from 24 feet, 2 inches to 27 feet, 6 inches, which are within the 35-foot maximum height limit. Two garage spaces would be provided for each residence, as required. The General Plan identifies SFHD as 4 to 6.9 residences per acre. The proposed project would result in a density of 6.39 dwelling units per acre (46 residential lots on 7.2 acres within the development area).

The development standard contained in the City Municipal Code for R-4 is a 6,000-square-foot lot (7,500 square feet for a corner lot) that is 65 feet wide (75 feet wide for a corner lot). The maximum overall building coverage of the lot is 60 percent. The minimum setbacks are as follows: 20-foot setback for building front, one 5-foot side yard and one 10-foot side yard, 10-foot minimum setback for the building rear (should be 20 percent of the lot depth). The building height limit is four stories not exceeding 50 feet. For a multi-family residential building, 1.5 parking spaces must be provided per residential unit. The site layout results in 24 percent coverage of the entire lot, which is consistent with the development standard. The overall height of the buildings would be 37 feet, which is within the 50-foot maximum height limit. A total of 429 spaces would be provided which exceeds the 1.5 parking spaces per residential unit (it achieves 1.87 spaces per unit). The General Plan identifies MHD apartments as 18 to 25 residential units per acre. The proposed project would result in a density of 23 units per acre, which is consistent with the densities described in the General Plan.

The project applicant would seek City of Folsom approval of the rezone and amendment to the General Plan prior to the City issuing permits for the proposed project. As a result, potential impacts would be less than significant and no mitigation is necessary.

**Question C: No Impact**

No Habitat Conservation Plan or Natural Community Conservation Plan has been approved for the project area. Implementation of the proposed project would not conflict with any conservation plan. No impact would occur and no mitigation is necessary.



**7.11 MINERAL RESOURCES**

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

**7.11.1 Environmental Setting**

The Folsom area regional geologic structure is defined by the predominantly northwest- to southeast-trending belt of metamorphic rocks and the strike-slip faults that bound them. The structural trend influences the orientation of the feeder canyons into the main canyons of the North and South Forks of the American River. This trend is interrupted where the granodiorite plutons outcrop (north and west of Folsom Lake) and where the metamorphic rocks are blanketed by younger sedimentary layers (west of Folsom Dam) (CGS 2006). The four primary rock divisions found in the area are: ultramafic intrusive, metamorphic, granodiorite intrusive, and volcanic mud flows (Geotechnical Consultants, Inc. 2003).

The presence of mineral resources within the City has led to a long history of gold extraction, primarily placer gold. No areas of the City are currently designated for mineral resource extraction.

**7.11.2 Evaluation of Mineral Resources**

**Questions A, B: No Impact**

The proposed project is not located in a zone of known mineral or aggregate resources. No active mining operations are present on or near the site. Implementation of the project would not interfere with the extraction of any known mineral resources. Thus, no impacts would result, and no mitigation would be necessary.

**7.12 NOISE**

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

### **7.12.1 Environmental Setting**

The predominant existing noise sources in the vicinity of the proposed project site are vehicles on adjacent streets. No commercial airports are located within two miles of the project site, though occasional overflights and associated noise occur from aircraft landing at Sacramento Mather Airport Air Force Base or McClellan Air Force Base (located approximately 8.5 and 12 miles west of the project site, respectively).

Potential noise impacts as a result of the proposed project are those resulting from construction and operational activities. Construction noise would be temporary; operational noise would continue throughout the lifetime of the project.

### **7.12.2 Regulatory Framework**

#### **Noise Element**

The City of Folsom General Plan Noise Element establishes land use compatibility criteria for transportation noise sources such as roadways. For these sources, the City establishes a noise level criterion of 60 dBA  $L_{DN}/CNEL$ <sup>1</sup> or less in outdoor activity areas of noise-sensitive land uses (NSLU), and 45 dBA  $L_{DN}/CNEL$  or less for interior noise levels of NSLUs (single- and multi-family residences would be considered NSLUs). The General Plan also states that where it is not possible to reduce exterior noise to below 60 dBA  $L_{DN}/CNEL$  by incorporating a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dBA  $L_{DN}/CNEL$  would be allowed.

#### **Noise Ordinance**

For stationary noise sources, the City has adopted a Noise Ordinance as Chapter 8.42 of the Folsom Municipal Code (City of Folsom 2011). The Noise Ordinance establishes hourly noise level performance standards that are most commonly quantified in terms of the one-hour average noise level ( $L_{EQ}$ ). Using the limits specified in Table 8.42.040 of the Noise Ordinance, noise levels generated by the project would be significant if they exceeded 50 dBA  $L_{EQ}$  from 7 a.m. to 10 p.m. and 45 dBA  $L_{EQ}$  from 10 p.m. to 7 a.m. at the residential property boundary.

The City established Standard Construction Specifications in May 2004 (City of Folsom 2004). The standards are required to be adhered to by any contractor constructing a public or private project within the City and are summarized below.

- *Noise Control* – Requires that all construction work comply with the City Noise Ordinance, and that all construction vehicles be equipped with a muffler to control sound levels.

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<sup>1</sup> The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. Similarly, the Day-Night sound level ( $L_{DN}$ ) is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours.

- *Weekend, Holiday, and Night Work* – Prohibits construction work during evening hours, or on Sunday or holidays, to reduce noise and other construction nuisance effects.

### 7.12.3 Evaluation of Noise

#### **Question A: Less than Significant with Mitigation Incorporated**

##### Construction Noise

Construction of the project would generate elevated noise levels that may disrupt nearby NSLUs including the nearby single-family residences adjacent to the west and the multi-family residences adjacent to the north of Cresleigh Ravine. The magnitude of the impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures.

Construction noise impact analysis includes grading, which is typically significantly louder than other activities and has the greatest potential to create impacts to off-site NSLUs. Grading involves the ripping of materials using a dozer and an excavator, and a dump truck to haul the materials.

A dozer and an excavator may be working on the site simultaneously, but would not be working in close proximity to one another at a given time due to the nature of their respective operations. Therefore, a dozer combined with a dump truck and an excavator combined with a dump truck were analyzed for construction noise impacts in isolation, using construction models to determine the worst-case construction noise levels at nearby residential receptors.

For modeling purposes using the Roadway Construction Noise Model (RCNM), these pieces of equipment were assumed to operate at an average distance of 100 feet from the nearest NSLUs (the single-family and multi-family residences to the west and north, respectively, of Cresleigh Ravine construction) and be in operation for 40 percent of an 8-hour construction day. Over the course of a day, the equipment may be closer or farther than 100 feet from the nearest residence; however, a reasonable average is 100 feet. Based on these assumptions, the highest impact level for a dozer and a dump truck at the nearest NSLU is 72.8 dBA  $L_{EQ}$  and an excavator and a dump truck is 72.1 dBA  $L_{EQ}$ . Detailed results are provided in **Appendix E**.

Construction noise would be regulated by Section 8.42.060 of the City's Municipal Code (Noise Ordinance), which states that construction activities are exempt from noise standards if they take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays and Sundays. Project construction would only occur during these exempted hours. Therefore, construction noise impacts are less than significant and no mitigation would be required.

##### Operational Noise

The noise environment in the area of the project site is dominated by low-level intermittent traffic noise from vehicles on Iron Point Road and Willard Drive. Interior and exterior noise modeling for on-site transportation noise was conducted with Traffic Noise Model (TNM) version 2.5 and used average daily traffic numbers from the long term (2035) condition described in the project's traffic impact analysis (MRO Engineers 2015). Each unit associated

with the property was assigned a number – buildings on the Campus at Iron Point parcel are numbered Building 1 – 23 and single-family homes on the Cresleigh Ravine parcel are numbered Lot 1 – 46 (refer to **Figure 5** in **Appendix A**).

#### *Noise Exposure in Excess of Standards – Outdoor Use Areas*

Outdoor use areas include the backyards of the single-family residences, and at the multi-family residences potentially include patios and an outdoor recreational area with pool and turf areas. Second and third floor balconies are not considered outdoor use activity areas, and are not analyzed for noise impacts.

The outdoor use areas along the roadways at the single-family residences would be surrounded by a 6-foot high masonry wall as part of project design. With incorporation of the 6-foot high wall, noise levels at the outdoor use areas at Cresleigh Ravine would reach 59.0 dBA  $L_{DN}/CNEL$ . Therefore, the outdoor use areas of the single-family residences would not exceed the City noise level standard of 60 dBA  $L_{DN}/CNEL$ . See Table E-1 of **Appendix E** for detailed noise levels.

For the potential outdoor use areas at Campus at Iron Point, the central outdoor recreational area would have an approximate noise level of 52.1 dBA  $L_{DN}/CNEL$ , and would not exceed the City noise level standard. The patios of the multi-family residences would be surrounded with a 3.5-foot high concrete masonry wall. The outdoor noise levels at the patios facing the roadways at Buildings 1, 17, 18, 19, 20, 21, 22, and 23 would exceed the City noise standard of 60 dBA  $L_{DN}/CNEL$ , with the highest value of 67.1 dBA  $L_{DN}/CNEL$  at the patio of Building 19 (building locations shown on **Figure 5** in **Appendix A**). Therefore, outdoor noise level impacts to the patios at these locations would be potentially significant. See Table E-1 of **Appendix E** for detailed noise levels.

The following mitigation measure would be implemented to avoid and minimize impacts to outdoor noise levels at the Campus at Iron Point patios:

#### **Mitigation Measure NOI-01: Campus at Iron Point noise barrier.**

- Outdoor noise levels at the patios at Buildings 1, 17, 18, 19, 20, 21, 22, and 23 shall be reduced to 60 dBA  $L_{DN}/CNEL$  or below. Noise reduction for the patios would be accomplished through an on-site noise barrier (sound wall). A 6-foot high sound wall shall be installed along Iron Point Road at Campus at Iron Point. The sound wall shall follow the entire roadway frontage for the Campus at Iron Point parcel, and extend slightly northward along Willard Drive for approximately 12 feet (see **Figure 5**). An opening in the sound wall to allow for the southeastern driveway into the project is acceptable. The wall shall continue across the two pedestrian access points to Iron Point Road from the project site with the use of a solid 6-foot high gate.

The sound attenuation fence or wall must be solid. It can be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least one-inch total



thickness or have a density of at least 3½ pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic ¾ of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18 gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any door(s) or gate(s) must be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The gate(s) may be of one-inch thick or better wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated doorjamb.

As shown in Table E-3 of **Appendix E**, with the sound walls installed, on-site noise levels would be equal to or below 60 dBA L<sub>DN</sub>/CNEL, and potential impacts would be reduced to less than significant.

#### *Noise Exposure in Excess of Standards –Indoor Use Areas*

Interior noise levels at the residences were modeled. Noise levels at the building façades for the second stories of the Cresleigh Ravine residences and for all three stories of the Campus at Iron Point Road apartment buildings would reach as high as 66.5 dBA L<sub>DN</sub>/CNEL and 68.2 dBA L<sub>DN</sub>/CNEL, respectively. Traditional architectural materials are normally able to reduce exterior to interior noise by up to 15 dBA. Based on these exterior noise levels, traditional architectural materials may not attenuate interior noise to a level of 45 L<sub>DN</sub>/CNEL. Therefore, impacts to interior noise would be potentially significant. See Table E-2 of **Appendix E** for detailed noise levels.

The following mitigation measure would be implemented to avoid and minimize impacts to interior noise:

#### **Mitigation Measure NOI-02: Exterior-to-interior noise level limit.**

- Interior building noise levels for the proposed project shall not exceed 45 dBA L<sub>DN</sub>/CNEL. Once specific building plan information is available, additional exterior-to-interior noise analysis shall be conducted to demonstrate that interior levels at Cresleigh Ravine and Campus at Iron Point do not exceed 45 dBA L<sub>DN</sub>/CNEL. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site building. If predicted noise levels are found to be in excess of 45 dBA L<sub>DN</sub>/CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 dBA L<sub>DN</sub>/CNEL in habitable rooms. Standard measures such as glazing with Sound Transmission Control (STC) ratings from a STC 22 to STC 60, as well as walls with appropriate STC ratings (34 to 60), should be considered.
- Appropriate means of air circulation and provision of fresh air would be provided to allow windows to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the

criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code).

With implementation of the above mitigation measures, impacts to outdoor patio and deck noise and interior noise would be less than significant.

#### Off-site Transportation Noise

Off-site traffic noise impacts were analyzed for existing and long term (2035) conditions without and with project traffic, based upon traffic data from the project's traffic impact analysis. The roadways analyzed were Willard Drive, from Iron Point Road to Prairie City Road, and Iron Point Road, from Willard Drive to Black Diamond Drive and from Prairie City Road to Willard Drive. The nearest NSLUs to each roadway are approximately 50 feet from the roadway centerline (single- and multi-family residences and Folsom High School).

A significant increase would be noted for a 3 dBA increase (a doubling in noise) over baseline conditions. Existing noise levels for the nearest NSLUs range from 63.4 CNEL for Willard Drive to 69.3 CNEL for Iron Point Road. The greatest increase in the existing and long term condition would be the Willard Drive segment, with 1.4 CNEL increase. Therefore, project traffic would not cause at least a 3 dBA increase and impacts to off-site NSLUs would be less than significant. Detailed results are presented in Table E-4 of **Appendix E**.

#### HVAC

It is assumed that the project will include the outdoor installation of heating, ventilation, and air conditioning (HVAC) units on the roof of the proposed multi-family project buildings and at the backyard ground level of the single-family residences. Specific planning information is not available for the HVAC units at this time; modeling assumed the use of Carrier 38HDR060 split system, which is typical for residential units and typically generates a noise level of 56 dBA at a distance of 7 feet. Based on the site plans, the closest project buildings to the nearest NSLU property lines would be the single family lots (Lots 2 through 7) at the northern end of Cresleigh Ravine, which are located adjacent to the south of an existing multi-family development. At this lot, the pad is set back an approximate distance of 30 feet from the property line. Assuming that an HVAC system is 3 feet from the building, the minimum distance that the HVAC unit would be to the property line would be 27 feet. At this distance, the condenser would generate a noise level of 44.3 dBA  $L_{EQ}$ . Therefore, noise levels from HVAC units would not exceed the City's day (50 dBA  $L_{EQ}$ ) and night (45 dBA  $L_{EQ}$ ) maximum acceptable noise levels; impacts would be less than significant and mitigation measures are not required.

#### **Question B: Less than Significant Impact**

An on-site source of vibration during project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction), which is expected to be used within 25 feet of the nearest occupied residence (the multi-family development adjacent to the north of the single-family residences). A vibratory roller creates approximately 0.210 inches per second peak particle velocity (PPV) at a distance of 25 feet.

The City does not state specific standards in the General Plan or Municipal Code. Caltrans standards for construction vibration impacts use a criterion of 0.4 inches per second PPV at

25 feet (Caltrans 2013). Using these standards, the approximately 0.210 inches per second PPV vibration impact would be less than what is considered a “severe” impact. Therefore, although vibration may be perceptible by nearby residences, temporary impacts associated with the vibratory roller (and other potential equipment) would be less than significant. No mitigation measures are required.

**Question C: Less than Significant Impact**

See Question A. Operational noise from the project (traffic and HVAC) would not exceed significance thresholds. No mitigation measures are required.

**Question D: Less than Significant Impact**

See Question A. Construction of the proposed project would not exceed applicable thresholds and impacts would be less than significant. No mitigation measures are required.

**Question E, F: No Impact**

Since the project site is not located in an area for which an Airport Land Use Compatibility Plan has been prepared, and no public or private airfields are within two miles of the project area, the residents of the proposed project would not be exposed to adverse levels of noise due to aircraft overflight. Therefore, no impact would occur and no mitigation would be necessary.

**7.13 POPULATION AND HOUSING**

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**7.13.1 Evaluation of Population and Housing**

**Question A: Less than Significant**

Implementation of the project would result in the construction of 278 residential units for an estimated 684 residents (2.46 residents per household based on population ratios contained in the General Plan). The proposed project would increase the available housing in an area not previously envisioned for residential land uses in the General Plan. The commercial land use envisioned in the General Plan would not directly result in a substantial population increase in the area, but could indirectly contribute to a population increase through the introduction of new employment opportunities. Based on the population ratios contained in the General Plan (28 employees per acre), the previously envisioned commercial development for the project site would result in approximately 283 employees. This population is included in the population growth contained in the General Plan. As a result, the proposed project would result in an increase in the local population by approximately 401 individuals from the previously envisioned population based on land uses contained in the General Plan.

The City's 2013 Housing Element forecasts an increase in the number of households in the City from 24,360 in 2008 to 34,004 in 2035 (an increase of 9,644 households), and an increase in the City's population from 66,228 in 2008 to 96,852 in 2035 (an increase of 30,624 residents) (Folsom 2013a). The number of households and residents associated with the proposed project is

relatively insignificant when compared with the overall anticipated increase in the number of households and residents for the City.

**Questions B, C: No Impact**

The proposed project would affect a currently undeveloped site that is proposed for development with residential land uses. There are no existing residences on the project site; therefore, neither housing units nor people would be displaced, and no replacement housing would be required. There would be no impact and no mitigation would be necessary.



**7.14 PUBLIC SERVICES**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**7.14.1 Environmental Setting**

The proposed project is in an area currently served by urban levels of all utilities and services. Public services provided by the City of Folsom in the project area include fire, police, school, library, and park services. The site is served by all public utilities including domestic water, wastewater treatment, and stormwater utilities, with existing facilities in Willard Drive.

The City of Folsom Fire Department provides fire protection services. There are four stations within the City of Folsom. Station 35 is nearest to the project site. It is located at 535 Glenn Drive, approximately 1.3 miles north of the project site. The Fire Department responds to over 6,000 requests for service annually with an average of 16.4 per day. The City of Folsom Police Department is located at 46 Natoma Street, approximately 2.2 miles north of the project site.

The project site is located within the Folsom Cordova Unified School District, and is within the attendance area for the Natoma Station Elementary School, Sutter Middle School, and Folsom High School. There are several parks in the vicinity of the project site, including the Amos P. Catlin Par, Mann Family Park, Ernie Sheldon Youth Sports Park, and Willow Hills Reservoir Community Park. Two mini parks are located in the residential neighborhood west of the project site.

The Sacramento Municipal Utilities District (SMUD) would supply electricity to the project site. PG&E provides natural gas to the area, and provide natural gas to the project site.

The City of Folsom has a program of maintaining and upgrading existing utility and public services within the City. Similarly, all private utilities maintain and upgrade their systems as necessary for public convenience and necessity, and as technology changes.

#### **7.14.2 Evaluation of Public Services**

##### **Questions A, B, D, E: Less than Significant**

Implementation of the proposed project would result in an incremental increase in demand for all listed municipal services. The project site is within the urban area of Folsom, and there is no indication that public services are inadequate. The City has informed the service providers of the proposed project, and requested comments or concerns. No responses indicating a lack of service capacity were received. No new public facilities to accommodate the project's service demands would be necessary, but as a condition of approval, the City would require the applicant to participate in funding its fair share of public services to maintain service delivery standards Citywide. Because the project site was envisioned for commercial development in the General Plan, City developer impact fees were established based on commercial development of the site. The proposed project would change the land use from commercial to residential, and the City would collect developer impact fees based on the revised land use.

Although the proposed project would result in a land use change from that included in the General Plan, there are no unique aspects of the project that would increase service demands or render the current service levels to be inadequate and no new public facilities would be necessary to serve the proposed project. The impact of the project would be less than significant and mitigation would not be necessary.

##### **Question C: Less than Significant**

The proposed project is within the attendance areas for the Natoma Station Elementary School, Sutter Middle School, and Folsom High School in the Folsom Cordova Unified School District (FCUSD 2015d). The 2013/2014 Folsom Cordova Unified School District Facility Master Plan contains enrollment projections for schools within the District through 2022/23. The projected enrollment for Natoma Station Elementary School shows the enrollment being well within the optimal capacity for the school, with a decrease of 75 students over the next 10 years (FCUSD 2013b, D-30). The projected enrollment for Folsom Middle School shows an increase to 1,591 students in the 2017/2018 school year, which would greatly exceed the capacity of the school, and then a decline to 1,312 in 2022/23 which would be slightly above capacity for the school (FCUSD 2013b, D-52). The projected enrollment for Folsom High School shows an increase of 183 students in the next 10 years, with the enrollment being within the capacity for the school (FCUSD 2013b, D-60). **Table 14** presents to the total number of students that the proposed project would generate based on student yield factors for free-standing single family dwelling units, and multi-family dwelling units included in the District's Facility Master Plan (FCUSD 2013b; E-2).

**Table 14  
Student Yield Factor**

GRADE LEVEL	SINGLE FAMILY (46 DWELLING UNITS)		MULTI-FAMILY (230 DWELLING UNITS)		TOTAL STUDENTS FROM PROJECT
	Number of Students per Dwelling Unit*	Number of Students	Number of Students per Dwelling Unit*	Number of Students	
K-5	0.32	15	0.11	25	40
6-8	0.15	7	0.08	18	25
9-12	0.17	8	0.03	7	15
Special Education	0.03	1	0.01	2	3
<b>Total</b>	--	<b>31</b>	--	<b>52</b>	<b>83</b>

\*Source: FCUSD 2013b, E-2

The proposed project would generate a total of 83 students, including 40 kindergarten through 5<sup>th</sup> grade students, 25 middle school students, 15 high school students, and 4 special education students. While the elementary school and high school serving the project area have the capacity to receive the additional students, the middle school is projected to temporarily, greatly exceed capacity within the next 10 years without the proposed project. The proposed project would aggravate the condition by introducing new students to the school's attendance area, which would be a significant impact. It is the policy of the District to balance class loads at each school. If an individual grade level is full, then the student or pupil may be bused to another school within the District. The District reviews attendance boundaries on a yearly basis and makes adjustments as necessary.

AB 2926 (Chapter 887) was enacted on January 1, 1987 which requires that school districts pay a share of the cost of school construction based on the square footage of residential, commercial, and industrial construction taking place within their districts. The law commissions school districts to levy a developer impact fee for this purpose. The State of California (Government Code Section 65995) establishes the maximum fee that a school district can impose on residential development or construction to address the impacts associated with an increase in student population. In the specific case of the Folsom Cordova Unified School District, the established residential impact fee is approximately \$6.16 per square foot. Based on the aforementioned impact fee, the District expects to generate up to \$2,516,015 (assuming 46 2,445-square foot single-family homes totaling 112,470 square feet<sup>2</sup>, and 295,974 square feet of multi-family residential) in revenue from the proposed project. It is critical to note that, under state law, the City is prohibited from denying or refusing to approve a residential subdivision

<sup>2</sup> This is a "worst-case" scenario, since the project design includes three master plans (2,058 square feet, 2,248 square feet, and 2,445 square feet).

based on the adequacy of the existing school facilities. Payment of the District's impact fee offsets the potential for any significant impact related to schools stemming from the proposed project and mitigation is unwarranted. With implementation of the aforementioned impact fee, impacts to schools would be less than significant.

**7.15 RECREATION**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**7.15.1 Environmental Setting**

The Folsom Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community. There are several parks in the vicinity of the project site, including the Amos P. Catlin Par, Mann Family Park, Ernie Sheldon Youth Sports Park, and Willow Hills Reservoir Community Park. Two mini parks are located in the residential neighborhood west of the project site.

**7.15.2 Evaluation of Recreation**

**Question A: Less than Significant**

The proposed project would provide housing for an estimated 684 residents – the single-family development on Cresleigh Ravine would provide housing for approximately 118 residents, and the multi-family development on Campus at Iron Point would provide housing for approximately 566 residents. The number of residents associated with the proposed project would not result in a substantial population increase in relation to the overall City of Folsom population. While the single family development on Cresleigh Ravine does not include recreational facilities, the development is relatively small, and the associated population is relatively insignificant. Impacts on recreational facilities in the City would be less than significant. The highest number of residents resulting from the proposed project is associated with the multi-family development at the Campus at Iron Point. While those residents would be expected to use recreational facilities in the City, the multi-family residential development also includes recreational facilities for use by its residents. A 6,000 square foot clubhouse and leasing office would be located near the center of the Campus at Iron Point parcel, at the main entrance to the development. The clubhouse would feature indoor and outdoor uses for the tenants and their guests, including a



fitness center, pool and spa, and outdoor entertaining areas. These amenities would lessen the impacts on recreational facilities in the City from the proposed project. Based on the relatively small increase in the number of residents in the City, and the recreational facilities that would be provided for the residents of the Campus at Iron Point development, the proposed project would not result in a substantial increase in the use of demand for neighborhood or regional parks, or other recreational facilities. Further, the City charges impact fees to all new development to abate a project's impacts on parks and recreational facilities in the City. These impact fees are also used to address the identified future needs for the City's park system. The impact fees and the associated-funded improvements would reduce any impacts from the project to less than significant and no mitigation would be necessary.

**Question B: Less than Significant**

The proposed project includes construction of a 6,000 square foot clubhouse building with a swimming pool and outdoor area. These facilities would for the exclusive use by the residents of the multi-family development on the Campus at Iron Point parcel and would not be open to the public. The proposed project would also be subject to development impact fees established and collected by the City's Parks and Recreation Department to ensure that the City has sufficient park land. The construction of new recreational facilities and/or parks to meet the recreational demands of the City has been evaluated for environmental impacts through the General Plan process. Payment of the Parks and Recreation Department development impact fee offsets the potential for any significant impact related to recreation stemming from the proposed project and mitigation is unwarranted. With implementation of the aforementioned impact fee, impacts to recreation would be less than significant.

**7.16 TRANSPORTATION/TRAFFIC**

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

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

e) Result in inadequate emergency access?

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or

Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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safety of such facilities?

Transportation and traffic were evaluated in a project specific traffic impact analysis as attached in **Appendix F** (MRO Engineers 2015).

**7.16.1 Environmental Setting**

**Roadway System**

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

- *Prairie City Road* is a north-south arterial that extends from White Rock Road south of U.S. Highway 50 to Blue Ravine Road, where its name changes to Sibley Street. Near the project site, Prairie City Road has three southbound vehicular travel lanes and two northbound through lanes, although it widens to provide a third northbound lane for a short distance just north of Willard Drive. It has a raised median and bike lanes and has a posted speed limit of 45 MPH north of Iron Point Road and 50 MPH south of there. Prairie City Road has a full interchange with U.S. Highway 50 and also provides access to the Intel facility.
- *Iron Point Road* is a four-to-six-lane, east-west arterial roadway that runs parallel to and just north of U.S. Highway 50. It extends from Folsom Boulevard on the west to the east city limit. Along the project frontage, it is a four-lane, median-divided road. It has bike lanes and a 45 MPH speed limit. Iron Point Road also provides access to the Intel campus at three locations (two signalized and one unsignalized).
- *Willard Drive* is a generally east-west roadway that loops from Iron Point Road at the Intel campus to Stewart Street at its eastern terminus. Along the project frontage, it has two travel lanes (one in each direction) plus a center left-turn lane and bike lanes, while east of Prairie City Road, it has two lanes with no center left-turn lane or bike lanes. It provides access to residential areas east of Prairie City Road, as well as limited commercial development located near Prairie City Road/Willard Drive. Between Iron Point Road and Prairie City Road, it has a posted 35 MPH speed limit.

**Parking and Access**

The project site is undeveloped and does not contain existing access to the roadway system. Two vehicular access driveways are proposed to serve the overall project, one on each side of Willard Drive. The driveways would be located approximately 560 feet from the north edge of Iron Point Road.

- *Cresleigh Ravine Driveway* – The Cresleigh Ravine Driveway would provide full access (i.e., all turning movements would be allowed). Traffic exiting the project at this location would be controlled by a STOP sign.
- *Campus at Iron Point Driveway* – This driveway would align with the Cresleigh Ravine driveway. Like that driveway, it is proposed to allow full access (i.e., all turning movements) and outbound traffic will be STOP-sign-controlled.

In addition, gated emergency-vehicle-access points are proposed at both project components. At Cresleigh Ravine, it would be located on Willard Drive near the middle of the project’s street frontage. At Campus at Iron Point, the access would be located on Iron Point Road at the southeastern corner of the project site.

### **Transit, Bicycle, and Pedestrian Facilities**

The City maintains a network of pedestrian and bike trails throughout the city, in addition to a network of on-street bike lanes. Willard Drive has a 7-foot-wide sidewalk along the Campus at Iron Point frontage that extends from Iron Point Road to Prairie City Road. No sidewalk is present on Willard Drive along the Cresleigh Ravine project’s frontage, although a sidewalk exists east of the project site. A sidewalk is located along Iron Point Road along the Cresleigh Ravine frontage (west of Willard Drive), but not along Campus at Iron Point (east of Willard Drive).

On street (“Class II”) bike lanes exist along the project frontage on both Willard Drive (both sides) and Iron Point Road. An existing bus stop is located along the north side of Iron Point Road, west of Willard Drive.

### **Airports**

No private or public airports are located within the City of Folsom. The nearest public airfield is Mather Airport, located approximately 8.25 miles southwest of the project site. Cameron Airpark is a public use airport located approximately 10 miles northeast of the project site. Neither airport is a commercial service airport.

### **Emergency Access**

The City of Folsom identifies most major streets in the city as emergency evacuation routes. No aspect of the proposed project would modify these streets in a way that would preclude their continued use as an emergency evacuation route. The minimum width available for driving or turning movements through the parking lot is 27 feet, to provide sufficient access for fire trucks.

#### **7.16.2 Existing Intersection Operations**

Existing intersection delay and level of service (LOS) calculated for the study intersections are presented in **Table 15**. The intersection LOS definitions and evaluation criteria are described the “Analysis Methodology” section of the traffic study.

**Table 15**  
**Level of Service – Existing Conditions**

Intersection	Traffic Control	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay	LOS	Delay	LOS
Prairie City Road/Willard Drive	Signal	19.2	B	23.9	C
Prairie City Road/Iron Point Road	Signal	23.5	C	33.8	C
Iron Point Road/Willard Drive/Intel East Access Road	Signal	23.4	C	26.7	C

Sources: MRO Engineering 2015

Existing level of service from Transportation Research Board, Highway Capacity Manual, 2000

Notes: Delay = average control delay (seconds per vehicle).

LOS = level of service

All study intersections operate at LOS B or C during both the a.m. and p.m. peak hour, thereby meeting the City’s General Plan policy for acceptable levels of service (under the current General Plan, LOS A, B, and C are considered acceptable, while LOS D, E, and F are considered unacceptable).

### **Willard Drive Queues**

As part of the data collection effort, observations were performed with respect to queue lengths on eastbound Willard Drive at Prairie City Road in the PM peak period. The results of those observations are summarized in **Table 16**.

Queues at that location are noteworthy, particularly between 5:00 PM and 5:45 PM. During that 45-minute period, the queues range from 29 vehicles (725 feet) to 41 vehicles (1,025 feet). The queues are directly associated with Intel employees leaving work for the day, who desire to travel to the north on Prairie City Road. The traffic count conducted for this study revealed that 444 eastbound-to-northbound left turns were made at this location, as well as a combined total of 200 through movements and right turns.

Although three eastbound lanes are provided at the intersection (two left-turn lanes and a shared through/right-turn lane), the length of the left-turn lanes is limited to approximately 120 feet each by an existing raised median that defines a westbound left-turn lane serving the Safeway shopping center on the south side of Willard Drive at Prairie City Road. As configured, a single eastbound lane on Willard Drive flares out to become the three-lane intersection approach.

Given the constraints imposed by right-of-way limitations and the access needs of existing land uses, physical modifications that would improve this situation are not feasible. Further, recognizing the traffic demand on the other approaches at the Prairie City Road/Willard Drive intersection (e.g., over 1,250 vehicles on northbound Prairie City Road and almost 1,200 vehicles on southbound Prairie City Road), traffic signal timing modifications that would be sufficient to



alleviate the queues are similarly infeasible. Any such modifications would require that additional green signal time be allocated to eastbound Willard Drive; that additional green time would need to be deducted from the green time currently allocated to Prairie City Road. Any substantial reduction in green signal time on Prairie City Road would adversely impact traffic operations on that key arterial roadway, potentially including the creation of excessive northbound and southbound queues.

Recognizing that the Willard Drive queues are generated by Intel employees exiting work, the queues might be reduced if work schedule modifications could be implemented at Intel, which would spread out the traffic exiting that facility during the PM peak period. It is unknown if such changes are possible, however, and no mechanism exists to require such modifications.

Finally, it should be noted that these queues represent an existing condition, which is unrelated to the proposed project. Refer to **Table 16** for a summary of the queue length at Willard Drive.

<b>Time Period</b>	<b>Maximum Queue on Eastbound Willard Drive at Prairie City Road</b>	
	<b>Vehicles</b>	<b>Length (Feet)<sup>1</sup></b>
4:00 – 4:15 PM	8	200 Ft.
4:15 – 4:30 PM	12	300 Ft.
4:30 – 4:45 PM	16	400 Ft.
4:45 – 5:00 PM	11	275 Ft.
5:00 – 4:15 PM	31	775 Ft.
5:15 – 5:30 PM	41	1,025 Ft.
5:30 – 5:45 PM	29	725 Ft.
5:45 – 6:00 PM	15	375 Ft.

Source: MRO Engineers 2015

Notes:

Data collected Tuesday, December 1, 2015.

<sup>1</sup>Assumes 25 feet per vehicle.

### **7.16.3 Existing Plus Project Conditions**

#### **Trip Generation**

The AM and PM peak-hour trip generation estimates for the proposed project were developed using information presented in the *Trip Generation Manual* (Institute of Transportation Engineers, Ninth Edition, 2012). **Table 17** summarizes the resulting trip generation estimates for the proposed project. In the AM peak hour, the proposed project is expected to generate a total of 152 trips, with 32 inbound and 120 outbound. The PM peak hour trip generation is estimated to be 189 trips, with 121 inbound and 68 outbound. About 1,970 daily trips are projected, evenly split between inbound and outbound (refer to Table 15 for the AM and PM peak hour trips).

**Table 17  
Project Trip Generation Estimate**

Land Use		Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Cresleigh Ravine (46 Single-Family Residential Units)	Trip Rate	9.52	0.19	0.56	0.75	0.63	0.37	1.00
	Trips	440	9	26	35	29	17	46
Campus at Iron Point (230 Multi-Family Residential Units)	Trip Rate	6.65	0.10	0.41	0.51	0.40	0.22	0.62
	Trips	1,530	23	94	117	92	51	143
<b>Total Trips</b>		<b>1,970</b>	<b>32</b>	<b>120</b>	<b>152</b>	<b>121</b>	<b>68</b>	<b>189</b>

Sources: MRO Engineers 2015

Trip generation estimated from: Institute of Transportation Engineers, Trip Generation Manual, Ninth Edition, 2012.

Cresleigh Ravine trip rate from: ITE Land Use Code 210 – Single-Family Detached Housing; Trips per dwelling unit.

Campus at Iron Point trip rate from: ITE Land Use Code 220 – Apartment; Trips per dwelling unit.

### **Trip Distribution and Assignment**

The geographic distribution of the project-generated traffic was based primarily on existing traffic patterns in the vicinity of the proposed project, as well as information presented in previous traffic studies for nearby projects. About 30 percent of the project-related trips are expected to be oriented to/from the south on Prairie City Road, while about 28 percent will travel to/from the north. Another 30 percent will head east, with 25 percent on Iron Point Road and 5 percent on Willard Drive. The remaining project traffic will be oriented to the west on Iron Point Road. Refer to Figure 6 from the Traffic Impact Analysis included in **Appendix F** of this Initial Study for the traffic distribution.

The project-generated peak-hour traffic volumes were added to the “Construction Year No Project” traffic to develop the “Construction Year Plus Project” scenario. Those estimated traffic volumes are shown on Figure 7 from the Traffic Impact Analysis (**Appendix F**), which also illustrates the assumed intersection lane configurations.

### **Intersection Level of Service**

**Table 18** presents the peak hour levels of service at each study intersection (including the project access locations) under Construction Year Plus Project conditions.

#### Weekday AM Peak Hour

In the AM peak hour, addition of the project-generated traffic will cause the estimated delay at each of the study intersection to increase slightly, but no change in level of service is projected.

Table 18

Intersection Level of Service  
Construction Year Plus Project Conditions

Intersection	Traffic Control	Weekday AM Peak Hour			Weekday PM Peak Hour				
		Construction Year No Project		Construction Year + Project	Construction Year No Project		Construction Year + Project		
		Delay	LOS	LOS	Delay	LOS	Delay		
Prairie City Rd./Willard Dr.	Signal	20.0	C	21.4	C	27.2	C	28.2	C
Prairie City Rd./Iron Point Rd.	Signal	24.2	C	24.6	C	41.4	D	42.8	D
Iron Point Rd./Willard Dr./Intel East Access Rd.	Signal	23.1	C	23.2	C	27.7	C	28.1	C
Willard Dr./Project Driveways	STOP-Sign	NA	NA	16.9	C	NA	NA	16.7	C

Source: MRO Engineers 2015 (Appendix F)

Level of service from: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010 and TRB, *Highway Capacity Manual*, 2000.

Notes: Delay = average control delay (seconds per vehicle).

LOS = level of service.

NA = not applicable. Intersection does not exist under "no project" conditions.

Shaded cell denotes unacceptable level of service.

Worst-case minor movement delay shown for STOP-sign-controlled intersection.

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The Willard Drive/project driveways intersection will operate at LOS C, as will the three signal-controlled intersections. Therefore, all of the study locations will conform to the City's level of service policy (i.e., LOS C or better).

#### Weekday PM Peak Hour

In the PM peak hour, the project-generated traffic will again result in a slight increase in the estimated delay value at the study intersections, but no change in level of service. Although the intersection of Prairie City Road/Iron Point Road will continue to operate at an unacceptable LOS D, the project-related delay increment is estimated to be 1.4 seconds per vehicle, which is less than the threshold defining a significant impact (i.e., 5.0 seconds per vehicle). The level of service at the project driveways intersection (LOS C) will also be acceptable under City of Folsom policy.

#### **7.16.4 Evaluation of Transportation/Traffic**

##### **Questions A, B: Less than Significant Impact**

Under the General Plan, LOS A, B, and C are considered acceptable levels of operation, while LOS D, E, and F are considered unacceptable. Existing plus project intersection delay and LOS were calculated for the study intersections and compared against existing conditions. Under existing conditions, all study intersections operate at LOS B or C (refer to **Table 15**). The intersection of Prairie City Road with Willard Drive operates at LOS B in the AM, and LOS C in the PM while all other study intersections operate at LOS C. For the construction year without the project, all study intersections would operate at LOS C in the AM. Under the same scenario, the intersection of Prairie City Road with Iron Point Road would operate at LOS D in the PM, and all other intersections would operate at LOS C.

While implementation of the proposed project would result in a slight increase in traffic volumes at the study intersections, the increase would not result in changes in the LOS at those intersections when compared with the construction year operations. Under the proposed project, the project driveways would be constructed, and the intersection with Willard Drive would operate at LOS C during the AM and PM. The intersection at Prairie City Road and Iron Point Road would continue to operate at LOS D (unacceptable LOS) in the PM, both with and without the project. The project-related incremental increase in the average intersection delay would be 1.4 seconds per vehicle which is less than the threshold defining a significant impact (5 seconds per vehicle). The project would not conflict with City street operational standards, or result in a substantial increase in traffic congestion. This would be a less than significant impact, and no mitigation would be necessary.

##### **Question C: No Impact**

No private or public airports are located within the City of Folsom. The nearest public airfield is Mather Airport, located approximately 8.25 miles from the proposed project. The Cameron Park Airfield is located approximately 10 miles northeast of the project site. The proposed project would not result in modification to any air travel route. There would be no impact and no mitigation would be required.



**Question D: Less than Significant Impact**

The proposed project would construct two new driveways accessing Willard Road (one to Cresleigh Ravine and one to Campus at Iron Point), which would involve minor modifications to Willard Road to create the access. An additional emergency vehicle access drive would be constructed to Willard Road from Cresleigh Ravine and an emergency vehicle access drive would be constructed to Iron Point Road from Campus at Iron Point. These emergency vehicle access drives would be gated and would not be available for public use.

No modifications to Willard Road or Iron Point Road are anticipated at these intersections, although the roadway frontage would be altered to accommodate the access. Although the proposed project would modify Willard Road by introducing additional access points to the two developments associated with the proposed project, the proposed project is consistent with the surrounding land uses and access. Because the modifications to Willard Road would be minor and compatible with the existing use of the roadway, the project would result in a less than significant impact, and no mitigation would be necessary.

**Question E: Less than Significant Impact**

Consistent with the City of Folsom's Multi-Hazard Emergency Management Plan, the City maintains pre-designated emergency evacuation routes along major streets and thoroughfares. No aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route. No aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route. The roadway through the single-family development on Cresleigh Ravine would be 44 feet wide, providing adequate access for fire trucks. The minimum width available for driving or turning movements on the Campus at Iron Point parcel would be 27 feet, to provide sufficient access for fire trucks. The plans would be approved by the Fire Department prior to project implementation; therefore, no significant impact to fire protection would occur and no mitigation would be necessary.

**Question F: Less than Significant Impact**

The project would not result in any modification of, or interference with, any existing pedestrian, bicycle, or transit facility. Existing on-street bike lanes on Willard Drive (both sides), and Iron Point Road, were determined to adequately meet the needs of bicyclists in the vicinity of the project, and no additional bicycle facilities are incorporated into the proposed project. The proposed project would enhance existing pedestrian facilities by incorporating walkways into the design. Potential pedestrian safety issues that might arise in connection with the proposed residential project were also considered.

There are gaps in the existing sidewalk connections along Willard Drive and Iron Point Road where they front the parcels associated with the proposed project. The project proposes to construct new sidewalks to fill in the gaps – specifically along Willard Drive along the Cresleigh Ravine project's frontage, and along Iron Point Road along the Campus at Iron Point frontage. The proposed project would improve pedestrian circulation in the area. Because the project would not result in the modification of any existing facility, and would not result in any interference with such facilities, this would be a less than significant impact and no mitigation would be necessary.

## 7.17 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **7.17.1 Environmental Setting**

Existing utilities on the project site include SMUD for electricity, PG&E underground gas lines, AT&T underground telephone lines, City of Folsom for solid waste disposal, and City of Folsom water and sewer facilities. The City of Folsom employs a design process that includes coordination with potentially affected utilities as part of project development. Identifying and accommodating existing utilities is part of the design process, and utilities are considered when finalizing public project plans. The City of Folsom coordinates with the appropriate utility companies to plan and implement any needed accommodation of existing utilities, including water, sewer, telephone, gas, electricity, and cable television lines. Based on the results of an initial request for comments from the utility providers, all utility services are able to accommodate the proposed project.

### **7.17.2 Evaluation of Utilities and Service Systems**

#### **Questions A, B, E (Wastewater): No Impact**

The City of Folsom is responsible for managing and maintaining its wastewater collection system, including 267 miles of pipeline and nine lift stations. This system ultimately discharges into the Sacramento Regional County Sanitation District interceptor sewer system. Wastewater is treated at the Sacramento Regional Wastewater Treatment Plant, located in Elk Grove.

In compliance with the 2006 State Water Resources Control Board (SWRCB) General Waste Discharge Requirements for Sanitary Sewer Systems, the City of Folsom adopted a Sewer System Management Plan on July 28, 2009. The plan outlines how the municipality operates and maintains the collection system, and the reporting of all Sanitary Sewer Overflows (SSO) to the SWRCB's online SSO database. Because the City has sufficient capacity to accommodate any additional demand that could result from implementation of the proposed project, and because the City is in compliance with statutes and regulations related to wastewater collection and treatment, there would be no impact and mitigation would not be necessary.

#### **Question C: Less than Significant Impact**

Folsom's Public Works Department handles all stormwater management issues for the City, from design and construction of the storm drain system to operation and maintenance, and urban runoff pollution prevention.

Stormwater drains would be installed throughout both parcels of the project site, and curb and gutter would be installed along roadways throughout the two developments to collect stormwater flows and prevent flooding or ponding. Stormwater facilities would need to be expanded to connect to existing stormwater drainage facilities; main 18-inch storm drains would collect flows from the storm drain systems from each development and tie-in to the existing storm drain in Willard Drive. With implementation of these measures, environmental impacts from expanding the stormwater facilities would be less than significant and no mitigation would be necessary.

## **Question B, D (Water): Less than Significant Impact**

### Water Supply

A water usage analysis (Wood Rodgers 2016; Appendix G) was conducted for the proposed project to determine whether the proposed residential land uses would require water usage exceeding the water usage under the existing commercial land use designation. The existing commercial land use designation was projected to have a baseline annual water demand of 24.2 acre-feet per year, while the proposed mixed density residential developments would have a baseline water demand of 98 acre-feet per year. Based on the results of the analysis, the projected water use for the proposed residential land uses and densities would exceed projected water use associated with commercial land uses on the project site by approximately 73.8 acre-feet per year. Refer to the water conservation efforts below for a discussion of project-specific water conservation efforts that may be implemented to reduce the water demand of the project.

Folsom's Water Treatment Plant has a capacity of 50 million gallons per day. According to the City of Folsom General Plan Housing Element, the combination of treated and untreated water demands (through the time frame of the Housing Element which is 2021) are not anticipated to exceed the City's current water entitlements of 34,000 acre-feet annually (City of Folsom 2013). Because sufficient supplies are available, no additional facilities would need to be constructed or expanded and impacts would be less than significant.

### Water Supply and the Drought

While the General Plan identifies sufficient water supplies for build out of projects identified in the General Plan (including the proposed project); the State has been in a severe drought and continued growth in the City has generated concern from many residents. Folsom City Manager, Mr. Evert Palmer explained that "Folsom has rights to 34,000 acre feet of water from Folsom Lake, and consumes less than two percent of the water that passes through Folsom Dam each year. Last year, the City used just over half of its allocated supply. Folsom's new housing demand, including the development south of [US-]50, is also relatively low, comprising just four percent of the planned housing in the entire Sacramento region through 2036" (Newell 2015). Implementation of the project would result in the construction of 278 residential units for an estimated 684 residents (2.46 residents per household based on population ratios contained in the General Plan). This increase in residents would not result in a substantial increase in water demand on the City.

### Water Conservation Efforts

The water usage analysis includes methods the project applicant may employ to reduce the water demand of the proposed project (Wood Rodgers 2016; Appendix G). Limiting the use of turf and replacing turf with low water use plants was projected to reduce the outdoor water demand by 8.6 acre-feet per year for the proposed project, assuming the use of turf was limited to 30 percent of the front yard for single-family units, and 30 percent of the total irrigated landscaping for the multi-family development. Installing low flow toilets are projected to reduce the indoor water demand by 2.9 acre-feet per year. As previously mentioned, the project would have a baseline water demand of 98 acre-feet per year. With utilization of the water conservation

methods, the water demand is projected to be reduced by 11.5 acre feet per year to 86.5 acre-feet per year.

The City actively implements water conservation actions in response to the drought. Standards and regulations issued by the State Water Resources Control Board that came into effect June 1, 2015, require the City to reduce water consumption by 32 percent. In response, the City developed a water reduction plan to reduce water consumption, and conserve water in the City.

City actions include reducing watering in parks by one third, removing turf and retrofitting irrigation in more than 30 medians citywide, turn off irrigation in ornamental streetscapes that do not have trees, prohibiting new homes and buildings from irrigating with potable water unless water-efficient drip systems are used, replacing and upgrading sprinklers and irrigation systems with water-efficient systems, suspending operation of water features throughout the City. The City also implemented water restrictions and rebate programs for residents of the City. Folsom residents successfully reduced water consumption by 21 percent in 2014. The City reduced water consumption in parks by 27 percent, and 31 percent in Landscape and Lighting Districts. This was among the highest conservation rates statewide (Brainerd 2015).

#### **Questions F and G: No Impact**

The City of Folsom provides solid waste, recycling, and hazardous materials collection services to its residential and business communities. In order to meet the State mandated 50 percent landfill diversion requirements stipulated under AB 939, the City has instituted several community-based programs. The City offers a door-to-door collection program for household hazardous and electronic waste, in addition to six “drop off” recycling locations within the City.

After processing, solid waste is taken to the Kiefer Landfill, the primary municipal solid waste disposal facility in Sacramento County. The landfill facility sits on a site of 1,084 acres in the community of Sloughhouse. Currently 250 acres, the State permitted landfill is 660 acres in size, and is of sufficient capacity to accommodate the solid waste disposal needs of the City of Folsom. Because the landfill serving the project area is of sufficient capacity to accommodate solid waste needs, there is no impact and no mitigation would be necessary.



**7.18 MANDATORY FINDINGS OF SIGNIFICANCE**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur. Where prior to commencement of the environmental analysis a project proponent agrees to MMs or project modifications that would avoid any significant effect on the environment or would mitigate the significant environmental effect, a lead agency need not prepare an EIR solely because without mitigation the environmental effects would have been significant (per Section 15065 of the State CEQA Guidelines):

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Question A: Less than Significant with Mitigation Incorporated**

The preceding analysis indicates that the proposed project has the potential to adversely affect biological and cultural resources. See Sections 9.4 and 9.5 of this Initial Study for discussion of the proposed project’s potential impacts on these environmental issue areas. With implementation of the mitigation measures identified in those Sections, and compliance with City programs and requirements identified in this report, impacts would be reduced to a less than significant level. No significant or potentially significant impacts would remain.

**Question B: Less than Significant with Mitigation Incorporated**

While the project would indirectly contribute to cumulative impacts associated with increased urban development in the city and region, these impacts have previously been evaluated by the City and considered in development of the City’s General Plan as set forth in this Initial Study. Key areas of concern are discussed in detail below.

Evaluation of cumulative aesthetic impacts: Implementation of the proposed project, with continued cumulative growth within Folsom and implementation of the East Area Folsom Plan and the Folsom South of U.S. Highway 50 Specific Plan, would contribute to the urbanization of the area because the project would involve conversion of an undeveloped area to developed uses. The regional landscape would continue to develop a more urban visual character than is currently experienced by viewers.

By implementing the proposed design elements that tie in the proposed building and landscaping to the adjacent land uses, the proposed project is not expected to substantially contribute to the cumulative impacts on the regional visual character. The surrounding areas are largely already

developed, and the project is within an existing mixed-use retail/commercial, residential, and business area with multi-story buildings. The proposed project would not result in significant cumulative impacts to aesthetic resources, and no mitigation measures would be needed.

*Evaluation of cumulative air quality impacts:* As previously described in Section 8.3.3, the Sacramento region is in non-attainment for ozone (NO<sub>x</sub> and ROG) and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>). With incorporation of Mitigation Measure AIR-01, no exceedance of the District's emission thresholds for criteria pollutants would be expected for the proposed project. The project would not result in a cumulatively considerable net increase in any criteria pollutant. A less than significant impact would result, and no additional mitigation would be necessary.

*Evaluation of cumulative biological resources impacts:* Implementation of the proposed project, with continued growth within Folsom and implementation of the East Area Folsom Plan and the Folsom South of U.S. Highway 50 Specific Plan, would contribute to continued loss of habitat for biological resources by converting undeveloped area to developed uses. No special status species have the potential to occur in the project site. The project site contains potentially suitable nesting habitat for common birds protected under the MBTA. Cumulative impacts to nesting birds may result in an overall effect on the viability of certain species. With implementation of Mitigation Measure BIO-1, the impacts would be reduced to a less than significant level and potentially cumulative effects would be avoided. The proposed project would involve the removal of native oaks, which along with other projects would contribute to the continued loss of native trees in the area. With implementation of Mitigation Measure BIO-2, the loss of native oaks would be mitigated. As a result, with implementation of Mitigation Measures BIO-1 and -2, the proposed project would not result in significant cumulative impacts to protected biological resources, and no additional mitigation measures would be needed.

*Evaluation of cumulative noise impacts:* Noise and vibrations are localized occurrences and rapidly decrease in magnitude as the distance between the source and receptors increases; therefore, when determining whether the overall noise (and vibration) impacts from related projects would be cumulatively significant and whether the project's incremental contribution to any significant cumulative impacts would be cumulatively considerable, only projects in the direct vicinity of the project and those that are considered influential in regards to noise and vibration would have the potential to be considered in a cumulative context with the project's incremental contribution.

The adjacent areas have largely been previously developed consistent with the City of Folsom General Plan. Projects in the vicinity of the proposed project that may contribute to a cumulative noise impact include the existing Specific Plan, the existing and planned elements of the Empire Ranch Development. The proposed project, along with adjacent existing development and planned development in the vicinity (the East Area Folsom Plan) would contribute to increases in the overall noise environment, primarily through traffic level increases. Development of the currently undeveloped parcel east of the project site may contribute to temporary cumulative noise and vibration impacts during construction.

All projects within the City of Folsom are subject to the City of Folsom Noise Ordinance, and are considered based on the land use compatibility criteria included in the Noise Element of the General Plan. Through evaluation and mitigation consistent with the City's noise regulations,

cumulative impacts would be expected to be less than significant. The proposed project would result in a less than significant substantial cumulative impact.

*Evaluation of cumulative transportation impacts:* Cumulative transportation impacts were evaluated in the traffic impact analysis prepared for the project (MRO Engineers 2015). The year 2035 traffic volumes for Cumulative No Project conditions were derived from traffic forecasts developed as part of the Folsom Sphere of Influence Project. The project's contribution to the Cumulative No Project traffic conditions were evaluated. The proposed project is expected to generate 152 AM peak hour trips (32 inbound and 120 outbound) and 189 PM peak hour trips (121 inbound and 68 outbound). Overall, the project would not result in a change to the future trip distribution, intersection traffic volumes, and LOS. Under Cumulative No Project conditions, the Iron Point Road/Willard Drive/Intel East Access Road study intersection would operate at LOS D, and would fail to meet the City's LOS C policy. Project-generated traffic would contribute a 0.5-second delay per vehicle, which is substantially less than the City's significance threshold of a 5-second delay per vehicle. All other study intersections (including the project access intersection) would operate at an acceptable LOS C. Refer to **Table 19** for the cumulative level of service.

Addition of the project-generated traffic in the weekday PM peak hour would result in relatively small increases in intersection delay at each of the study intersections. Although the projected levels of service at all three signal-controlled intersections would be worse than LOS C, the project-related delay increases at each location would be less than the City's significance threshold of 5 seconds per vehicle. The Willard Drive/project driveways intersection would again operate at an acceptable level of service (LOS C). The proposed project would result in less than significant impacts to traffic operations at the study intersection under cumulative conditions. Although three study intersections are projected to fail to confirm to the City's level of service standard, the incremental increase in delay at each location is less than the significance threshold of 5 seconds per vehicle. The project would result in a less than significant cumulative impact on transportation/traffic.

**Table 19**  
**Intersection Level of Service**  
**Cumulative Plus Project Conditions**

Intersection	Traffic Control	Weekday AM Peak Hour			Weekday PM Peak Hour				
		Cumulative No Project		Cumulative + Project	Cumulative No Project		Cumulative + Project		
		Delay	LOS	Delay	LOS	Delay	LOS		
Prairie City Rd./Willard Dr.	Signal	27.9	C	29.0	C	39.1	D	42.2	D
Prairie City Rd./Iron Point Rd.	Signal	28.8	C	29.6	C	38.3	D	39.7	D
Iron Point Rd./Willard Dr./Intel East Access Rd.	Signal	39.7	D	40.2	D	43.7	D	44.1	D
Willard Dr./Project Driveways	STOP-Sign	N.A.	N.A.	24.6	C	N.A.	N.A.	24.9	C

Source: MRO Engineers 2015

Level of service from: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010 and TRB, *Highway Capacity Manual*, 2000.  
 Delay = average control delay (seconds per vehicle).

LOS = level of service.

NA = not applicable. Intersection does not exist under "no project" conditions.

Shaded cell denotes unacceptable level of service.

Worst-case minor movement delay shown for STOP-sign-controlled intersection.



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**Question C: Less than Significant Impact**

Because of site conditions, existing City regulations, and regulation of potential environmental impacts by other agencies, the proposed project would not have the potential to cause substantial adverse effects on human beings as demonstrated in the detailed evaluation contained in this Initial Study.

## **8.0 MITIGATION MONITORING AND REPORTING PROGRAM**

A Mitigation Monitoring and Reporting Program has been prepared by the City per Section 15097 of the State CEQA Guidelines and is presented in **Appendix H**.

## **9.0 INITIAL STUDY PREPARERS**

### City of Folsom

Steve Banks, Senior Planner

### HELIX Environmental Planning, Inc.

Robert Edgerton, AICP CEP, Project Manager

David Claycomb, AICP, Quality Assurance/Quality Control

George Aldridge, Senior Biologist

Catherine Silvester, Biologist/Planner

Noosheen Pouya, GIS Specialist/Planner

## 10.0 SUPPORTING INFORMATION SOURCES

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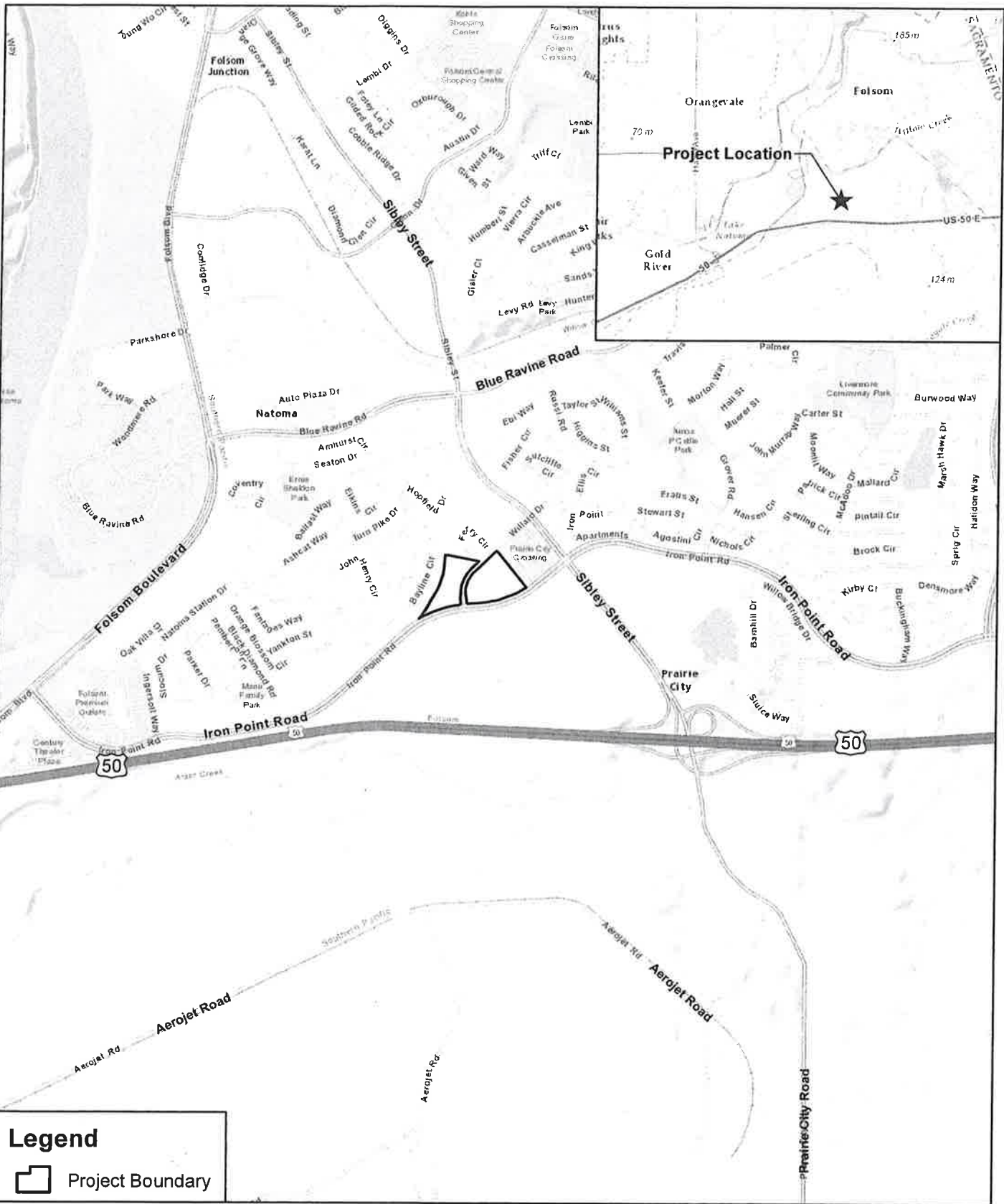


Appendix A

FIGURES 1-5



S:\PROJECTS\COF-ALL\_Folsom\COF-10\_Cresleigh Ravine\GIS\MXD\Figure1SiteVicinityMap\_COF-10\_20151202.mxd\_COF-07\_0004115-NP



### Project Site and Vicinity

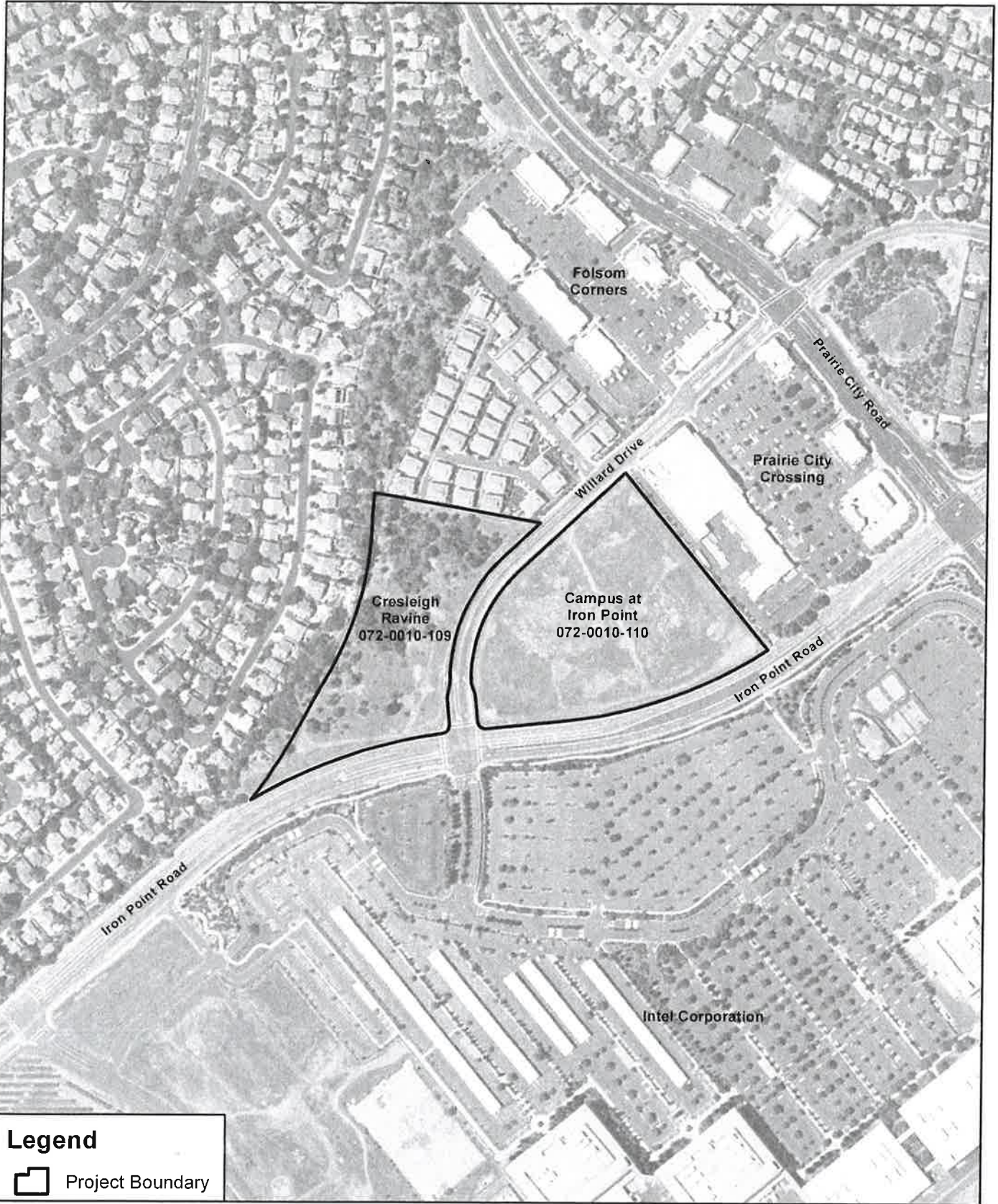
CRESLEIGH RAVINE AND CAMPUS AT IRON POINT PROJECT



Figure 1



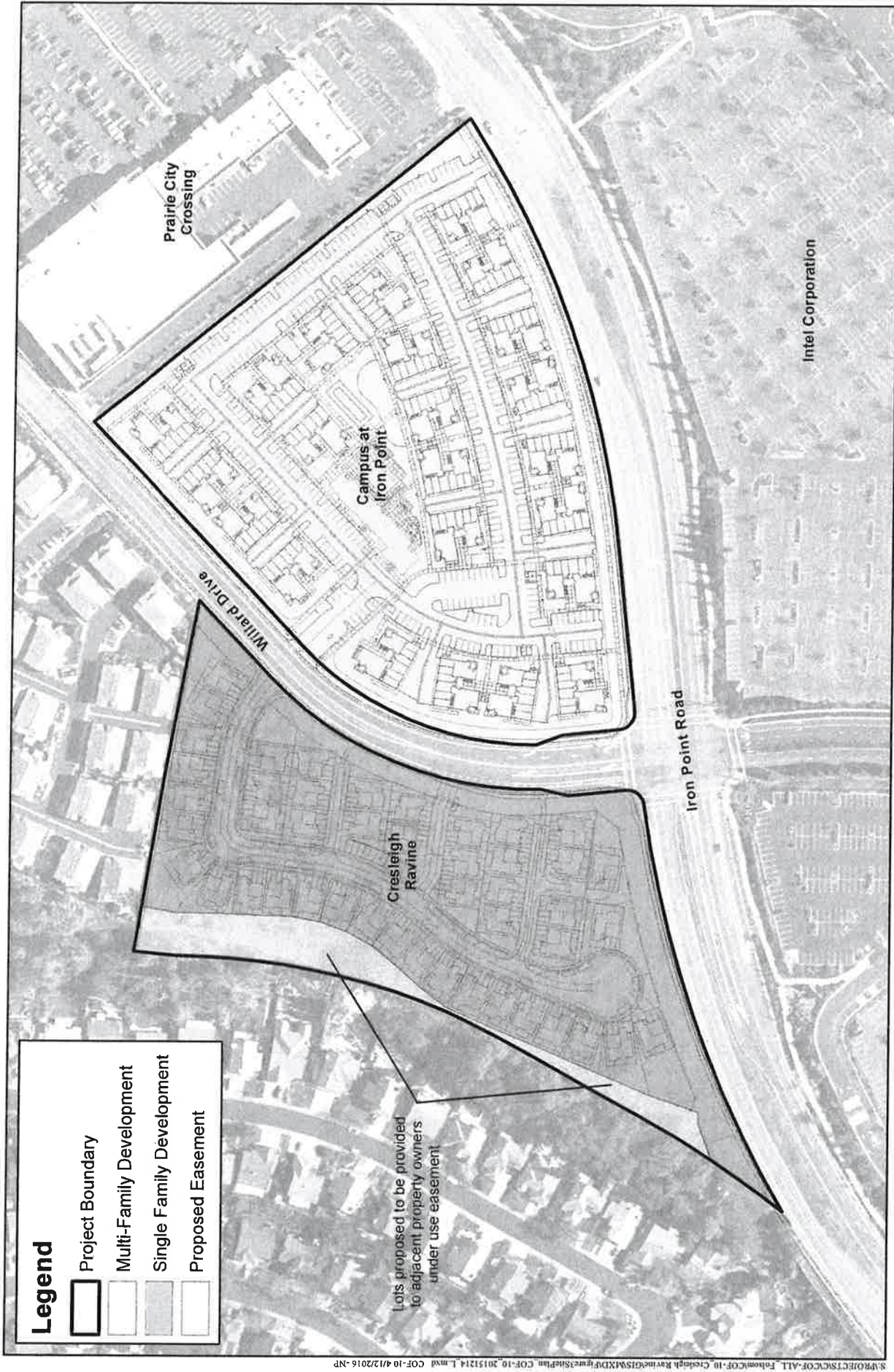
S:\PROJECTS\COF-ALL\_Folsom\COF-10\_Cresleigh Barrinos\GIS\MXD\Figure2AerialMap\_COF-10\_12/11/15.NP



### Aerial Imagery Map

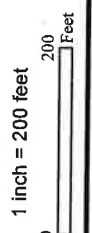
CRESLEIGH RAVINE AND CAMPUS AT IRON POINT PROJECT





# Site Plan

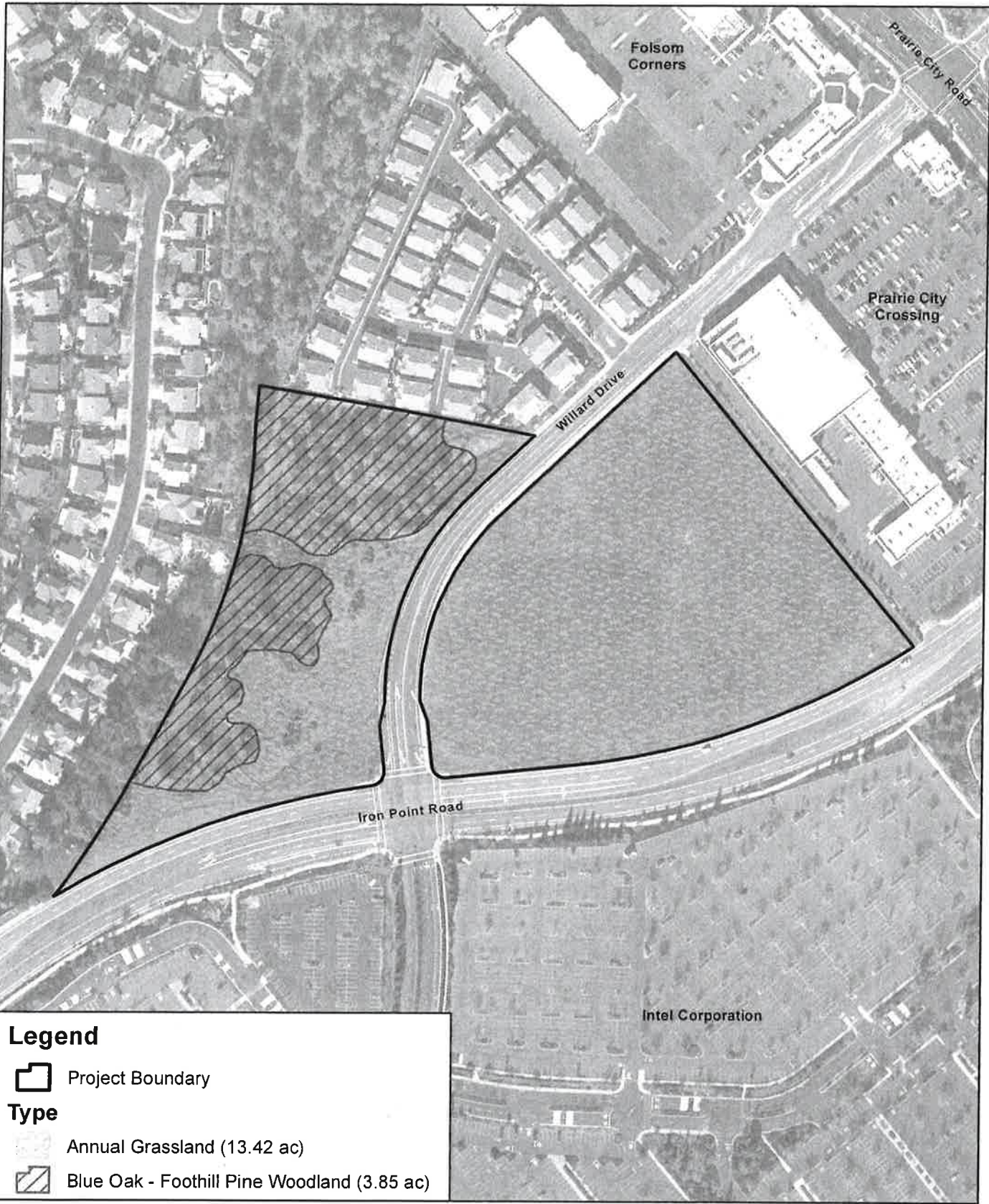
CRESLEIGH RAVINE AND CAMPUS AT IRON POINT PROJECT



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### Habitat Map

CRESLEIGH RAVINE AND CAMPUS AT IRON POINT PROJECT



**Legend**

-  Project Boundary
-  Multi-Family Development
-  Single Family Development
-  Proposed Easement
-  6-Foot High Sound Wall

B1 = Building 1  
L1 = Lot 1

Lots proposed to be provided to adjacent property owners under use easement



**Site Plan for Noise Analysis**

CRESLEIGH RAVINE AND CAMPUS AT IRON POINT PROJECT

Figure 5

1 inch = 200 feet



**HELIX**  
Environmental Planning



Appendix C

**BIOLOGICAL RESOURCES  
SUPPORTING INFORMATION**



**Table C-1  
Plant Species Observed in the Cresleigh Ravine / Campus at Iron Point Project Site**

<b>Family</b>	<b>Species Name</b>	<b>Common Name</b>
<b>Native</b>		
Asteraceae	<i>Baccharis pilularis</i>	coyote brush
	<i>Centromadia fitchii</i>	Fitch's tarweed
Boraginaceae	<i>Amsinckia intermedia</i>	rancher's fiddleneck
Cyperaceae	<i>Cyperus eragrostis</i>	tall flatsedge
Fabaceae	<i>Vicia americana</i>	American vetch
Fagaceae	<i>Quercus lobata</i>	valley oak
	<i>Quercus wislizenii</i>	interior live oak
Onagraceae	<i>Epilobium brachycarpum</i>	annual fireweed
Papaveraceae	<i>Eschscholzia californica</i>	California poppy
Pinaceae	<i>Pinus sabiniana</i>	Foothill pine
Polygonaceae	<i>Eriogonum nudum</i> var. <i>indictum</i>	protruding buckwheat
Rhamnaceae	<i>Ceanothus cuneatus</i>	buckbrush
Rosaceae	<i>Heteromeles arbutifolia</i>	toyon
Salicaceae	<i>Populus fremontii</i> ssp. <i>fremontii</i>	Fremont cottonwood
	<i>Salix lasiandra</i> var. <i>lasiandra</i>	Pacific willow
<b>Non-Native</b>		
Asteraceae	<i>Carduus pycnocephalus</i>	Italian thistle
	<i>Centaurea solstitialis</i>	yellow starthistle
	<i>Dittrichia graveolens</i>	stinkwort
	<i>Erigeron bonariensis</i>	flax-leaf fleabane
	<i>Hypochaeris glabra</i>	smooth cats ear
	<i>Lactuca saligna</i>	narrow-leafed wild lettuce
	<i>Pseudognaphalium luteoalbum</i>	everlasting cudweed
Brassicaceae	<i>Hirschfeldia incana</i>	short-pod mustard
Caryophyllaceae	<i>Polycarpon tetraphyllum</i>	four-leaved allseed
	<i>Spergularia rubra</i>	ruby sand-spurry
Fabaceae	<i>Trifolium hirtum</i>	rose clover
Geraniaceae	<i>Erodium botrys</i>	long-beak filaree
	<i>Erodium cicutarium</i>	redstem filaree
Poaceae	<i>Avena fatua</i>	oats
	<i>Bromus diandrus</i>	common ripgut
	<i>Bromus hordeaceus</i>	soft brome
	<i>Bromus madritensis</i>	foxtail chess
	<i>Elymus caput-medusae</i>	medusa head
Polygonaceae	<i>Rumex crispus</i>	curly dock



**Table C-2**  
**Animal Species Observed in the Cresleigh Ravine / Campus at Iron Point Project Site**

Order/Family	Species Name	Common Name
<b>Birds</b>		
Passeriformes		
Aegithalidae	<i>Psaltriparus minimus</i>	bushtit
Corvidae	<i>Corvus brachyrhynchos</i>	American crow
Emberizidae	<i>Pipilo maculatus</i>	spotted towhee
Paruidae	<i>Setophaga coronata</i>	yellow-rumped warbler
Tyrannidae	<i>Sayornis nigricans</i>	black phoebe
	<i>Tyrannus verticalis</i>	western kingbird

**Table C-3**  
**Special-status Species Potential to Occur in the Cresleigh Ravine / Campus at Iron Point Project Site**

Species Name	Common Name	Status <sup>1</sup>	Habitat	Potential to Occur
<b>Plants</b>				
<i>Downingia pusilla</i>	dwarf downingia	--/-- CRPR 2B.2	Vernal pools	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Navarreteia myersii</i> ssp. <i>myersii</i>	pincushion navarretia	--/-- CRPR 1B.1	Vernal pools	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Orcuttia viscida</i>	Sacramento Orcutt grass	FE/SE	Vernal pools	<b>None.</b> Suitable habitat does not occur in the project site.
<b>Invertebrates</b>				
<i>Branchinecta conservatio</i>	conservancy fairy shrimp	FE/--	Vernal pools	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Branchinecta lynchi</i>	vernal pool fairy shrimp	FT/--	Vernal pools	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Desmocerus californicus dimorphus</i>	valley elderberry longhorn beetle	FT/--	Elderberry ( <i>Sambucus</i> spp.) shrubs with stems >1-inch diameter, usually in riparian areas but also rarely in uplands	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Lepidurus packardii</i>	vernal pool tadpole shrimp	FE/--	Vernal pools	<b>None.</b> Suitable habitat does not occur in the project site.



Species Name	Common Name	Status <sup>1</sup>	Habitat	Potential to Occur
<b>Fishes</b>				
<i>Hypomesus transpacificus</i>	delta smelt	FT/SE	Permanent fresh and brackish water	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Oncorhynchus mykiss</i>	steelhead	FT/--	Permanent fresh and brackish water	<b>None.</b> Suitable habitat does not occur in the project site.
<b>Amphibians</b>				
<i>Ambystoma californiense</i>	California tiger salamander	FT/ST	Grasslands and open woodlands with mammal burrows; breeds in vernal pools	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Rana draytonii</i>	California red-legged frog	FT/--	Breeds in natural and man-made pools, ponds, marshes, and streams. Aestivates in adjacent uplands with downed wood, leaf litter, and mammal burrows	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Spea hammondi</i>	western spadefoot	--/-- CDFW SSC	Natural and man-made seasonal freshwater ponds and pools	<b>None.</b> Suitable habitat does not occur in the project site.
<b>Reptiles</b>				
<i>Emys marmorata</i>	western pond turtle	--/-- CDFW SSC	Permanent fresh water bodies	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Thamnophis gigas</i>	giant garter snake	FT/ST	Freshwater canals, channels, and marshes, and adjacent uplands	<b>None.</b> Suitable habitat does not occur in the project site.
<b>Birds</b>				
<i>Accipiter cooperii</i>	Cooper's hawk	--/-- CDFW SSC	Nests in dense, deciduous, usually riparian woodlands. Preys mostly on songbirds	<b>None.</b> Suitable habitat does not occur in the project site.
<i>Agelaius tricolor</i>	tricolored blackbird	--/SE	Nests in large colonies in agricultural fields and thorny riparian scrub	<b>None.</b> Suitable habitat does not occur in the project site.

Species Name	Common Name	Status <sup>1</sup>	Habitat	Potential to Occur
<i>Athene cunicularia</i>	burrowing owl	--/-- CDFW SSC	Agricultural fields, grasslands, deserts, and disturbed areas with abundant rodent prey and burrows	Transient individuals may be present, but resident individuals are unlikely due to low-quality habitat, isolation, and scarce prey.
<i>Buteo swainsoni</i>	Swainson's hawk	--/ST	Nests in tall trees adjacent to agricultural fields and grasslands; sensitive to human presence	Transient individuals are possible, but resident individuals are unlikely due to low-quality foraging habitat, isolation, and high level of human presence.
<i>Elanus leucurus</i>	white-tailed kite	--/-- CDFW FP	Nests in dense treetops near undisturbed grasslands, farmlands, and wetlands	Transient individuals are possible, but resident individuals are unlikely due to low-quality foraging habitat, isolation, and high level of disturbance.
<b>Mammals</b>				
<i>Antrozous pallidus</i>	pallid bat	--/-- CDFW SSC	Roosts in a variety of habitats, always near water	<b>None.</b> The project site is not near water.

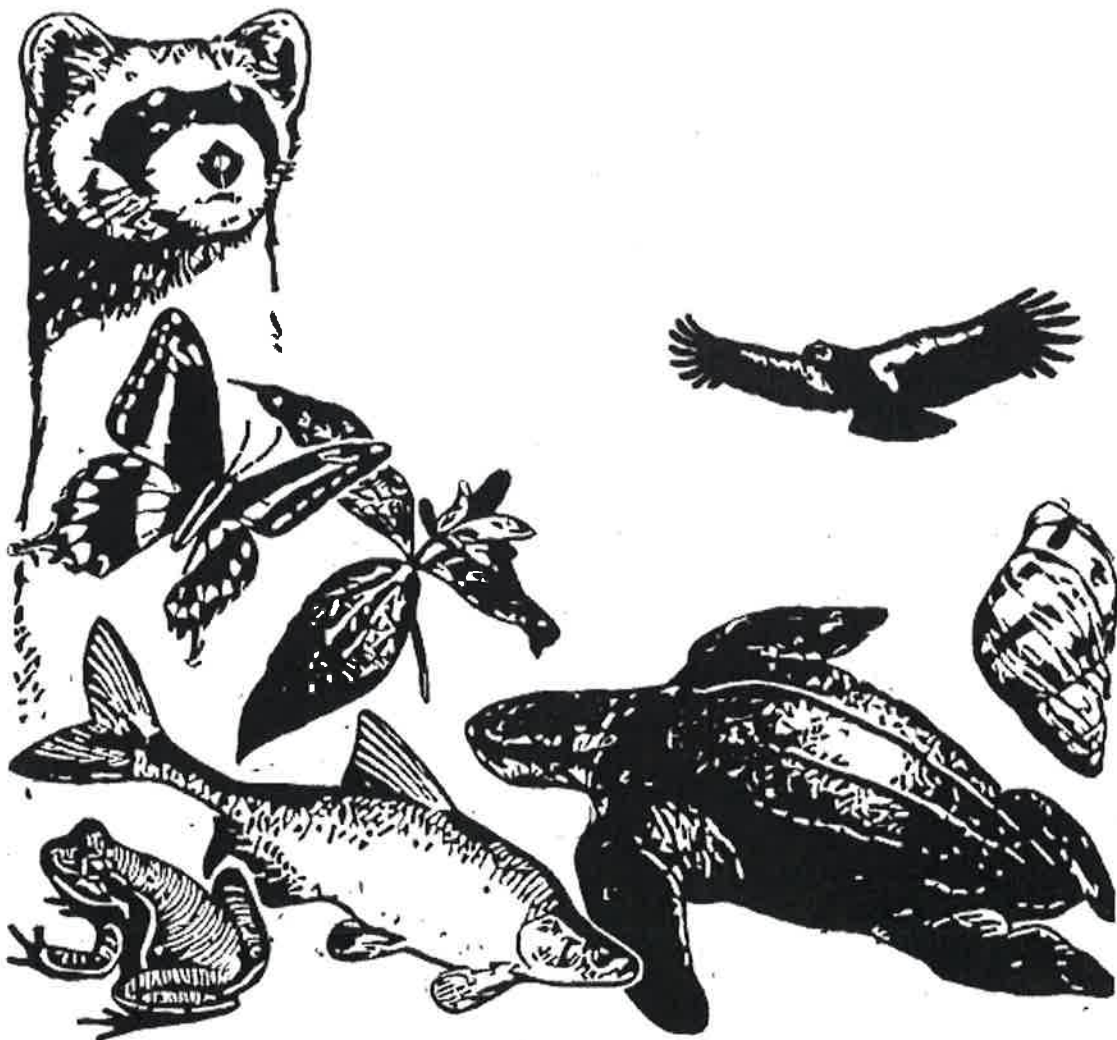
<sup>1</sup>Status: F=Federal (FESA) listing; S=State (CESA) listing; E=Endangered; T=Threatened; SSC=Species of Special Concern; FP=Fully Protected; WL=Wait-listed; CRPR=California Rare Plant Rank (1B=rare, threatened, or endangered in California and elsewhere, 2B=rare, threatened, or endangered in California but more common elsewhere, .1=seriously threatened, .2=moderately threatened)

# Cresleigh Ravine

## *IPaC Trust Resource Report*

Generated December 29, 2016 12:38 PM MST, IPaC v2.3.2

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



US Fish & Wildlife Service

# IPaC Trust Resource Report



NAME

Cresleigh Ravine

LOCATION

Sacramento County, California

IPAC LINK

<https://ecos.fws.gov/ipac/project/JLTOU-2SQIJ-DHPFT-34QB5-4AFQ2Y>



## U.S. Fish & Wildlife Contact Information

Trust resources in this location are managed by:

### Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

## Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

**This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.**

For project evaluations that require FWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

**A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list from the Regulatory Documents section in IPaC.**

The list of species below are those that may occur or could potentially be affected by activities in this location:

### Amphibians

**California Red-legged Frog** *Rana draytonii* Threatened  
CRITICAL HABITAT  
There is **final** critical habitat designated for this species.  
[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=D02D](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D02D)

**California Tiger Salamander** *Ambystoma californiense* Threatened  
CRITICAL HABITAT  
There is **final** critical habitat designated for this species.  
[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=D01T](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D01T)



## Crustaceans

**Conservancy Fairy Shrimp** *Branchinecta conservatio* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=K03D](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03D)

**Vernal Pool Fairy Shrimp** *Branchinecta lynchi* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=K03G](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03G)

**Vernal Pool Tadpole Shrimp** *Lepidurus packardii* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=K048](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K048)

## Fishes

**Delta Smelt** *Hypomesus transpacificus* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=E070](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E070)

**Steelhead** *Oncorhynchus (=Salmo) mykiss* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=E08D](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E08D)

## Flowering Plants

**Sacramento Orcutt Grass** *Orcuttia viscida* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=Q1ZQ](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=Q1ZQ)

## Insects

**Valley Elderberry Longhorn Beetle** *Desmocerus californicus dimorphus* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=I01L](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=I01L)

## Reptiles

**Giant Garter Snake** *Thamnophis gigas* Threatened

CRITICAL HABITAT

**No critical habitat** has been designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=C057](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C057)

## Critical Habitats

**There are no critical habitats in this location**

# Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

Additional information can be found using the following links:

- Birds of Conservation Concern  
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds  
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data  
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/akn-histogram-tools.php>

The following species of migratory birds could potentially be affected by activities in this location:

<b>Bald Eagle</b> <i>Haliaeetus leucocephalus</i> Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008</a>	Bird of conservation concern
<b>Black Rail</b> <i>Laterallus jamaicensis</i> Season: Breeding <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09A">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09A</a>	Bird of conservation concern
<b>Burrowing Owl</b> <i>Athene cunicularia</i> Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC</a>	Bird of conservation concern
<b>Fox Sparrow</b> <i>Passerella iliaca</i> Year-round	Bird of conservation concern
<b>Lewis's Woodpecker</b> <i>Melanerpes lewis</i> Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ</a>	Bird of conservation concern
<b>Loggerhead Shrike</b> <i>Lanius ludovicianus</i> Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY</a>	Bird of conservation concern

<b>Long-billed Curlew</b> <i>Numerius americanus</i> Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B06S">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B06S</a>	Bird of conservation concern
<b>Mountain Plover</b> <i>Charadrius montanus</i> Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B078">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B078</a>	Bird of conservation concern
<b>Nuttall's Woodpecker</b> <i>Picoides nuttallii</i> Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HT">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HT</a>	Bird of conservation concern
<b>Oak Titmouse</b> <i>Baeolophus inornatus</i> Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0MJ">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0MJ</a>	Bird of conservation concern
<b>Olive-sided Flycatcher</b> <i>Contopus cooperi</i> Season: Breeding <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0AN">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0AN</a>	Bird of conservation concern
<b>Peregrine Falcon</b> <i>Falco peregrinus</i> Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU</a>	Bird of conservation concern
<b>Short-eared Owl</b> <i>Asio flammeus</i> Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD</a>	Bird of conservation concern
<b>Snowy Plover</b> <i>Charadrius alexandrinus</i> Season: Breeding	Bird of conservation concern
<b>Swainson's Hawk</b> <i>Buteo swainsoni</i> Season: Breeding <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B070">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B070</a>	Bird of conservation concern
<b>Tricolored Blackbird</b> <i>Agelaius tricolor</i> Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B06P">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B06P</a>	Bird of conservation concern
<b>Western Grebe</b> <i>Aechmophorus occidentalis</i> Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0EA">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0EA</a>	Bird of conservation concern
<b>Williamson's Sapsucker</b> <i>Sphyrapicus thyroideus</i> Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FX">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FX</a>	Bird of conservation concern
<b>Yellow-billed Magpie</b> <i>Pica nuttalli</i> Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0N8">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0N8</a>	Bird of conservation concern

## Refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

Refuge data is unavailable at this time.



# Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

## DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

## DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

## DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

This location overlaps all or part of the following wetlands:

## Freshwater Pond

**PUBHx**

0.495 acre

A full description for each wetland code can be found at the National Wetlands Inventory website: <http://107.20.228.18/decoders/wetlands.aspx>



Selected Elements by Scientific Name  
 California Department of Fish and Wildlife  
 California Natural Diversity Database



Query Criteria: Quad is (Folsom (3812162))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Accipiter cooperii</i> Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	None	G2G3	S1S2	SSC
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G5	S3	SSC
<i>Ardea alba</i> great egret	ABNGA04040	None	None	G5	S4	
<i>Ardea herodias</i> great blue heron	ABNGA04010	None	None	G5	S4	
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>Clarkia biloba ssp. brandegeeeae</i> Brandegee's clarkia	PDONA05053	None	None	G4G5T4	S4	4.2
<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
<i>Downingia pusilla</i> dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Falco columbarius</i> merlin	ABNKD06030	None	None	G5	S3S4	WL
<i>Lasiorycteris noctivagans</i> silver-haired bat	AMACC02010	None	None	G5	S3S4	
<i>Lepidurus packardi</i> vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G3	S2S3	
<i>Linderiella occidentalis</i> California linderiella	ICBRA06010	None	None	G2G3	S2S3	
<i>Navarretia myersii ssp. myersii</i> pincushion navarretia	PDPLM0C0X1	None	None	G1T1	S1	1B.1
<b>Northern Hardpan Vernal Pool</b> Northern Hardpan Vernal Pool	CTT44110CA	None	None	G3	S3.1	
<b>Northern Volcanic Mud Flow Vernal Pool</b> Northern Volcanic Mud Flow Vernal Pool	CTT44132CA	None	None	G1	S1.1	
<i>Oncorhynchus mykiss irideus</i> steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	



Selected Elements by Scientific Name  
California Department of Fish and Wildlife  
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Orcuttia viscida</i> Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	G1	S1	1B.1
<i>Phalacrocorax auritus</i> double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G3	S3	SSC
<i>Valley Needlegrass Grassland</i> Valley Needlegrass Grassland	CTT42110CA	None	None	G3	S3.1	

Record Count: 24




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### Search Criteria

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Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
<a href="#">Clarkia biloba ssp. brandegeae</a>	Brandegee's clarkia	Onagraceae	annual herb	4.2	S4	G4G5T4
<a href="#">Downingia pusilla</a>	dwarf downingia	Campanulaceae	annual herb	2B.2	S2	GU
<a href="#">Navarretia myersii ssp. myersii</a>	pincushion navarretia	Polemoniaceae	annual herb	1B.1	S1	G1T1
<a href="#">Orcuttia viscida</a>	Sacramento Orcutt grass	Poaceae	annual herb	1B.1	S1	G1

### Suggested Citation

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#### Contributors

[The Calflora Database](#)[The California Lichen Society](#)





Appendix D

ARBORIST REPORT



**ARBORIST REPORT  
AND  
TREE INVENTORY SUMMARY**

**CRESLEIGH HOMES CORPORATION  
WILLARD DRIVE PROJECT SITE  
City of Folsom, California**

**Prepared for:**

**Deana Ellis  
Vice President Land Resources  
Cresleigh Homes Corporation  
2024 Opportunity Way, Suite 215  
Roseville, California 95678**

**Prepared by:**

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



**SIERRA NEVADA ARBORISTS  
7425 W 4<sup>th</sup> Street  
Rio Linda, California 95673**

**April 27, 2015**

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### **COPYRIGHT STATEMENT**

This consultant's report, dated April 27, 2015, is for the exclusive and confidential use of Cresleigh Homes Corporation concerning potential development of the Folsom project site located on Willard Drive, in the City of Folsom, California. Any use of this report, the accompanying appendices, or portions thereof, other than for project review and approval by appropriate governmental authorities, shall be subject to and require the written permission of Sierra Nevada Arborists. Unauthorized modification, distribution and/or use of this report, including the data or portions thereof contained within the accompanying appendices, is strictly prohibited.

## QUALIFICATION STATEMENT

Sierra Nevada Arborists is a fully insured, Rio Linda-based arboriculture consulting firm founded in January of 1998 by its Principal, Edwin E. Stirtz. Mr. Stirtz is an ISA Certified Arborist and is ISA Tree Risk Assessment Qualified. He is a member of the American Society of Consulting Arborists and International Society of Arboriculture. Mr. Stirtz possesses in excess of 30 years of experience in horticulture and arboriculture, both maintenance and construction, and has spent the last 23 years as a consulting and preservation specialist in the Sacramento and surrounding regions.



## **INTRODUCTION**

Sierra Nevada Arborists is pleased to present this Arborist Report and Tree Inventory Summary for the trees located within and/or overhanging the property located in the City of Folsom, California. This Arborist Report and Tree Inventory Summary memorializes tree data obtained by Edwin E. Stirtz, ISA Certified Arborist WE-0510A, at the time of field reconnaissance and inventory efforts on April 8, 9 and 21, 2015.

## **SCOPE OF INVENTORY EFFORT**

The City of Folsom Tree Preservation Ordinance (Chapter 12.16) regulates both the removal of protected trees and the encroachment of construction activities within their driplines. The Ordinance defines a "tree" as "a woody perennial plant with a trunk over 6" (DBH) or a multi-trunked plant having an aggregate diameter of 20 inches (DBH) or more." The ordinance defines a "Protected Tree" as "native oak trees, heritage trees, street trees and landmark trees."

At the request of Cresleigh Homes Corporation, on April 8, 9 and 21, 2015, Edwin E. Stirtz of Sierra Nevada Arborists visited the property located in the City of Folsom, California. The purpose of this field reconnaissance effort was to identify and inventory any "protected trees" on or overhanging the project boundaries.

This Arborist Report and Tree Inventory Summary presents information concerning the species, size and current condition of the trees within the proposed project area, along with pre-development recommendations on a tree-by-tree basis which logically follow the characteristics noted within the trees at the time of field inventory efforts. Information concerning the nature and extent of root system and canopy impacts which will be sustained by the trees from proposed development activities, along with specific tree-by-tree mitigation recommendations for the trees which will sustain encroachment into their protected root zones can be provided in a Supplemental Arborist Report and Construction Impact Assessment once development plans have been refined and finalized for the proposed project area.

## **METHODOLOGY**

During field reconnaissance and inventory efforts Edwin E. Stirtz of Sierra Nevada Arborists conducted a visual review from ground level of the trees within and/or overhanging the proposed project area as depicted on the Topo Exhibit. The trees which met the defined criteria were identified in the field by affixing to the tree's trunk a round, pre-stamped metal numbering tag backed with blue flagging for visibility. The tree numbers utilized in this report and accompanying inventory summaries correspond to the tree tag which is affixed to the tree in the field, and those tree numbers or grouping of numbers were rough-plotted on the Topo Exhibit so that the precise vertical and horizontal location of the trees may be surveyed in the field by a licensed land surveyor and data for the trees (i.e. tree number,

diameter, dripline, and protected root zone radii) may be properly depicted on future development plans and Tree Location Exhibit as required by the City of Folsom.

At the time of field identification and inventory efforts specific data was gathered for each tagged tree including the tree's species, diameter measured at breast height ("DBH") and dripline radius ("DLR"). In addition, an assessment was made of the tree's root crown/collar, trunk, limbs and foliage. Utilizing this data the tree's overall structural condition and vigor were separately assessed ranging from "excellent"<sup>1</sup> to "poor" based upon the observed characteristics noted within the tree and the Arborist's best professional judgment. Ratings are subjective and are dependent upon both the structure and vigor of the tree. The vigor rating considers factors such as the size, color and density of the foliage; the amount of deadwood within the canopy; bud viability; evidence of wound closure; and the presence or evidence of stress, disease, nutrient deficiency and insect infestation. The structural rating reflects the root crown/collar, trunk and branch configurations; canopy balance; the presence of included bark, weak crotches and other structural defects and decay and the potential for structural failure. Finally, notable characteristics were documented and recommendations on a tree-by-tree basis were made which logically followed the observed characteristics noted within the trees at the time of the field inventory effort. The recommendations are based on the assumption that the tree would be introduced into a developed environment and may require maintenance and/or may not be suitable for retention within a post-development setting.

**SUMMARY OF INVENTORY EFFORT**

Field reconnaissance and inventory efforts found 148 trees measuring four inches in diameter and larger measured at breast height within and/or overhanging the proposed project area. Composition of the 148 inventoried trees includes the following species and accompanying aggregate diameter inches:

<b>SPECIES DIVERSIFICATION</b>			
Blue Oak	=	3 trees	(26 aggregate diameter inches)
Foothill Pine	=	104 trees	(1,589 aggregate diameter inches)
Fremont Cottonwood	=	6 trees	(104 aggregate diameter inches)
Interior Live Oak	=	27 trees	(407 aggregate diameter inches)
Pacific Willow	=	7 trees	(178 aggregate diameter inches)
Tree of Heaven	=	1 tree	(9 aggregate diameter inches)
<b>TOTAL ALL TREES</b>	<b>=</b>	<b>148 trees</b>	<b>(2,313 aggregate diameter inches)</b>
<b>TOTAL PROTECTED OAK TREES</b>	<b>=</b>	<b>30 trees</b>	<b>(433 aggregate diameter inches)</b>

<sup>1</sup> It is rare that a tree qualifies in an "excellent" category, and it should be noted that there were no trees observed within the project area which fell within the criteria of an "excellent" or "good" rating. A complete description of the terms and ratings utilized in this report and accompany inventory summary are found on pages 8-9.

<b>SPECIES DIVERSIFICATION</b>		
<b>TOTAL OTHER NON-OAK/PROTECTED TREES</b>	<b>=</b>	<b>118 trees (1,880 aggregate diameter inches)</b>

**Recommended Removals**

At this time, one tree has been recommended for removal from the proposed project area due to the nature and extent of defects, compromised health and/or structural instability noted at the time of field inventory efforts. If this tree was retained within the proposed project area it is our opinion that it may be hazardous depending upon their proximity to planned development activities. For reference, the tree which has been recommended for removal due to the severity of noted defects, compromised health and/or structural instability is highlighted in green within the accompanying inventory summary and briefly summarized as follows:

TREE #	COMMON NAME	SPECIES	MULTI-STEMS (inches)	TOTAL DBH (inches)	D.I.R (feet)	CONDITIONAL ASSESSMENT		RATING
						STRUC-TURE	VIGOR	
36	Interior Live Oak	<i>(Quercus wislizenii)</i>		9	17	Poor	Fair	5

**CONSTRUCTION IMPACT ASSESSMENT**

This Arborist Report and Tree Inventory Summary is intended to provide to Cresleigh Homes Corporation, the City of Folsom and other members of the development team a detailed *pre-development review* of the species, size, and current structure and vigor of the trees within and/or overhanging the proposed project area. It is not an exhaustive review of the impacts which will be sustained from project implementation. At this early stage of the project specific root system and canopy impacts on a tree-by-tree basis cannot be definitively assessed until the site development, grading, and other improvement plans have been refined and finalized and data from the accompanying inventory summary (i.e., tree numbers, dripline radius, and root protection zones) is properly depicted on the plans.

Since trees are living organisms whose condition may change at any time a complete assessment of construction impacts and specific recommendations to help mitigate for the adverse impacts which may be sustained by the trees from contemplated construction activities cannot be made until the development plans have been refined and finalized. Once final plans have been developed for the site a qualified ISA Certified Arborist with special expertise and demonstrated experience with construction projects in and among native and non-native trees should review those plans and provide a more detailed assessment of impacts, including identification of trees which may require removal to facilitate home construction and other contemplated site development activities. This review will be particularly important if structures and/or residential activities will fall within or near the fall

zone of a tree which has been noted as exhibiting structural defects, questionable long-term longevity and/or a conditional rating which is less than "fair", and for trees which measure 16 inches and greater in diameter which will be retained within close proximity to development as trees of this size may pose a more significant hazard if a sudden limb shed and/or catastrophic failure should occur. In addition, the review should include an assessment of root system and canopy impacts which will be sustained by the trees which will be retained within the proposed development area, along with specific recommendations on a tree-by-tree basis to help reduce adverse impacts of construction on the retained trees. In the meantime, this report provides some pre-development recommendations which logically follow the observed characteristics noted in the trees at the time of the field inventory efforts, as well as General Protection Measures which should be utilized as a guideline for the protection of trees which may be retained within the development area. These recommendations will require modification and/or augmentation as development plans are refined and finalized.

#### **GENERAL COMMENTS AND ARBORISTS' DISCLAIMER**

The City of Folsom regulates both the removal of "protected trees" and the encroachment of construction activities within their driplines. Therefore, a tree permit and/or additional development authorization should be obtained from the City of Folsom prior to the removal of any trees within the proposed project area. All terms and conditions of the tree permit and/or other Conditions of Approval are the sole and exclusive responsibility of the project applicant. It should be noted that prior to final inspection written verification from an ISA Certified Arborist may be required certifying the approved removal activities and/or implementation of other Conditions of Approval outlined for the retained trees on the site. ***Sierra Nevada Arborists will not provide written Certification of Compliance unless we have been provided with a copy of the approved site development plans, applicable permits and/or Conditions of Approval, and are on site to monitor and observe regulated activities during the course of construction.*** Therefore, it will be necessary for the project applicant to notify Sierra Nevada Arborists well in advance (at least 72 hours prior notice) of any regulated activities which are scheduled to occur on site so that those activities can be properly monitored and documented for compliance certification.

Please bear in mind that implementation of the recommendations provided within this report will help to reduce adverse impacts of construction on the retained trees; however, implementation of any recommendations should not be viewed as a guarantee or warranty against the trees' ultimate demise and/or failure in the future. Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of the trees and ***attempt to reduce the risk of living near trees.*** Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. There are some inherent risks with trees that cannot be predicted with any degree of certainty, even by a skilled and experienced arborist. Entities who choose to construct homes on wooded property are accepting a certain level of risk from unpredictable tree related hazards such as toppling in storms, limbs falling and fires that may damage property at some time in the future. Since trees are living organisms their structure



and vigor constantly change over time, and they are not immune to changes in site conditions or seasonal variations in the weather. Further, conditions are often hidden within the tree and/or below ground. Arborists and other tree care professionals cannot guarantee that a tree will be healthy and/or safe under all circumstances or for a specific period of time. Likewise remedial treatments cannot be guaranteed. Trees can be managed but they cannot be controlled. To develop land and live near trees is to accept some degree of risk and the only way to eliminate all risk associated with trees would be to eliminate all of the trees. ***An entity who develops land and builds a home with a tree in the vicinity should be aware of and inform their future residents of this Arborists' Disclaimer, and be further advised that the developer and the future residents assume the risk that a tree could at any time suffer a branch and/or limb failure, blow over in a storm and/or fail for no apparent reason which may cause bodily injury or property damage.*** Sierra Nevada Arborists cannot predict acts of nature including, without limitation, storms of sufficient strength which can even take down a tree with a structurally sound and vigorous appearance.

Finally, the trees preserved within and/or overhanging the proposed project area will experience a physical environment different from the pre-development environment. As a result, tree health and structural stability should be regularly monitored. Occasional pruning, fertilization, mulch, pest management, replanting and/or irrigation may be required. In addition, ***provisions for monitoring both tree health and structural stability following construction must be made a priority.*** As trees age, the likelihood of failure of branches or entire trees increases. Therefore, ***the future management plan must include an annual inspection*** by a qualified ISA Certified Arborist to keep abreast of the trees' changing condition(s) and to assess the trees' ongoing structural integrity and potential for hazard in a developed environment.

Thank you for allowing Sierra Nevada Arborists to assist you with this review. Please feel free to give me a call if you have any questions or require additional information and/or clarification.

Sincerely,



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



**ASSUMPTIONS AND LIMITING CONDITIONS**

1. Any legal description provided to the consultant is assumed to be correct. Any titles and ownership to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character. Any and all property is appraised or evaluated as though free and clear, under responsible ownership and competent management.
2. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations.
3. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant can neither guarantee nor be responsible for the accuracy of information provided by others.
4. The consultant shall not be required to give a deposition and/or attend court by reason of this report unless subsequent contractual arrangements are made for in advance, including payment of an additional fee for such services according to our standard fee schedule, adjusted yearly, and terms of the subsequent contract of engagement.
5. Loss or alteration of any part of this report invalidates the entire report. Ownership of any documents produced passes to the Client only when all fees have been paid.
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7. Neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales, or other media, without the prior expressed written or verbal consent of the consultant, particularly as to value conclusions, identity of the consultant, or any reference to any professional society or institute or to any initialed designation conferred upon the consultant as stated in his qualifications.
8. This report and any values expressed herein represent the opinion of the consultant and the consultant's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.
9. Sketches, diagrams, graphs, drawings and photographs within this report are intended as visual aids and are not necessarily to scale and should not be construed as engineering or architectural reports or surveys. The reproduction of information generated by other consultants is for coordination and ease of

reference. Inclusion of such information does not constitute a representation by the consultant as to the sufficiency or accuracy of the information.

10. Unless expressed otherwise: 1) information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection; and 2) the inspection is limited to visual examination of accessible items without laboratory analysis, dissection, excavation, probing or coring, unless otherwise stated.
11. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants or property in question may not arise in the future.
12. This report is based on the observations and opinions of Edwin E. Stirtz, and does not provide guarantees regarding the future performance, health, vigor, structural stability or safety of the plants described herein. Neither this author nor Sierra Nevada Arborists has assumed any responsibility for liability associated with the trees on or adjacent to this project site, their future demise and/or any damage which may result therefrom.
13. The information contained within this report is true to the best of the author's knowledge and experience as of the date it was prepared; however, certain conditions may exist which only a comprehensive, scientific, investigation might reveal which should be performed by other consulting professionals.
14. The legal description, dimensions, and areas herein are assumed to be correct. No responsibility is assumed for matters that are legal in nature.
15. Any changes to an established tree's environment can cause its decline, death and/or structural failure.

**DEFINITIONS AND RATINGS**

Tree Number:	Corresponds to aluminum tag attached to the tree.
Species Identification:	Scientific and common species name.
Diameter ("DBH"):	This is the trunk diameter measured at breast height (industry standard 4.5 feet above ground level).
Dripline radius ("DLR"):	A radius equal to the horizontal distance from the trunk of the tree to the end of the farthest most branch tip prior to any cutting. When depicted on a map, the dripline will appear as an irregularly shaped circle that follows the contour of the tree's branches as seen from overhead.
Protected Zone:	A circle equal to the largest radius of a protected tree's dripline plus 1 foot.
Root Crown:	Assessment of the root crown/collar area located at the base of the trunk of the tree at soil level.
Trunk:	Assessment of the tree's main trunk from ground level generally to the point of the primary crotch structure.
Limbs:	Assessment of both smaller and larger branching, generally from primary crotch structure to branch tips.
Foliage:	Tree's leaves.
Overall Condition:	Describes overall condition of the tree in terms of structure and vigor.
Recommendation:	Pre-development recommendations based upon observed characteristics noted at the time of the field inventory effort.
Obscured:	Occasionally some portion of the tree may be obscured from visual inspection due to the presence of dense vegetation which, during the course of inspection for the arborist report, prevented a complete evaluation of the tree. In these cases, if the tree is to be retained on site the vegetation should be removed to allow for a complete assessment of the tree prior to making final decisions regarding the suitability for retention.

**TREE CONDITION RATING CRITERIA**

<b>RATING TERM</b>	<b>ROOT CROWN</b>	<b>TRUNK</b>	<b>LIMBS</b>	<b>FOLIAGE</b>	<b>STRUCTURE</b>	<b>VIGOR</b>
Good	No apparent injuries, decay, cavities or evidence of hollowing; no anchoring roots exposed; no indications of infestation or disease	No apparent injuries, decay, cavities or evidence of hollowing; no codominant attachments or multiple trunk attachments are observed; no indications of infestation or disease	No apparent injuries, decay, cavities or evidence of hollowing; below average amount of dead limbs or twigs; no major limb failures or included bark; callus growth is vigorous	Leaf size, color and density are typical for the species; buds are normal in size, viable, abundant and uniform throughout the canopy; annual seasonal growth increments are average or above average; no insect or disease infestations/ infections evident	No apparent structural defects; no weak crotches; no excessively weighted branches and no significant cavities or decay	Tree appears healthy and has little or no significant deadwood; foliage is normal and healthy
Fair	Small to moderate injuries, decay, cavities or hollowing may be evident but are not currently affecting the overall structure; some evidence of infestation or disease may be present but is not currently affecting the tree's structure	Small to moderate injuries, decay, cavities or hollowing may be evident; codominant branching or multiple trunk attachments or minor bark inclusion may be observed; some infestation or disease may be present but not currently affecting the tree's structure	Small to moderate injuries, decay or cavities may be present; average or above average dead limbs or twigs may be present; some limb failures or bark inclusion observed; callus growth is average	Leaf size, color and density are typical or slightly below typical for the species; buds are normal or slightly sparse with potentially varied viability, abundance and distribution throughout the canopy; annual seasonal growth increments are average or slightly below average; minor insect or disease infestation/infection may be present	Minor structural problems such as weak crotches, minor wounds and/or cavities or moderate amount of excessive weight; non-critical structural defects which can be mitigated through pruning, cabling or bracing	Tree appears stressed or partially damaged; minimal vegetative growth since previous season; moderate amount of deadwood, abnormal foliage and minor lesions or cambium dieback
Poor	Moderate to severe injuries, decay, cavities or hollowing may be evident and are affecting the overall structure; presence of infestation or disease may be significant and affecting the tree's structure	Moderate to severe injuries, decay, cavities or hollowing may be evident and are affecting the tree's structure; presence of infestation or disease may be significant and affecting the tree's structure	Severe injuries, decay or cavities may be present; major deadwood, twig dieback, limb failures or bark inclusion observed; callus growth is below average	Leaf size, color and density are obviously abnormal; buds are obviously abnormal or absent; annual seasonal growth is well below average for the species; insect or disease problems may be severe	Obvious major structural problems which cannot be corrected with mitigation; potential for major limb, trunk or root system failure is high; significant decay or dieback may be present	Tree health is declining; no new vegetative growth; large amounts of deadwood; foliage is severely abnormal

The ratings "good to fair" and "fair to poor" are used to describe trees that fall between the described major categories and have elements of both

**GENERAL PROTECTION GUIDELINES  
FOR TREES PLANNED FOR PRESERVATION**

Great care must be exercised when work is conducted upon or around protected trees. The purpose of these General Protection Measures is to provide guidelines to protect the health of the affected protected trees. These guidelines apply to all encroachments into the protected zone of a protected tree, and may be incorporated into tree permits and/or other Conditions of Approval as deemed appropriate by the applicable governing body.

- ☐ A circle with a radius measurement from the trunk of the tree to the tip of its longest limb, plus one foot, shall constitute the critical root zone protection area of each protected tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each protected tree. Removing limbs that make up the dripline does not change the protected area.
- ☐ Any protected trees on site which require pruning shall be pruned by an ISA Certified Arborist prior to the start of construction work. All pruning shall be in accordance with the American National Standards Institute (ANSI) A300 pruning standards, ANSI Standard 2133.1-2000 regarding safety practices, and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines" and Best Management Practices.
- ☐ Prior to initiating construction, temporary protective fencing shall be installed at least one foot outside the root protection zone of the protected trees in order to avoid damage to the tree canopies and root systems. Fencing shall be installed in accordance with the approved fencing plan prior to the commencement of any grading operations or such other time as determined by the review body. The developer shall contact the Project Arborist and the Planning Department for an inspection of the fencing prior to commencing construction activities on site.
- ☐ Signs shall be installed on the protective fence in four (4) equidistant locations around each individual protected tree. The size of each sign must be a minimum of two (2) feet by two (2) feet and must contain the following language:

**WARNING: THIS FENCE SHALL NOT BE REMOVED OR RELOCATED  
WITHOUT WRITTEN AUTHORIZATION FROM THE CITY OF  
FOLSOM**

Once approval has been obtained by the City of Folsom protective fencing shall remain in place throughout the entire construction period and shall not be removed, relocated, taken down or otherwise modified in whole or in part without prior written authorization from the Agency, or as deemed necessary by the Project Arborist to facilitate approved activities within the root protection zone.



- Any removal of paving or structures (i.e. demolition) that occurs within the dripline of a protected tree shall be done under the direct supervision of the Project Arborist. To the maximum extent feasible, demolition work within the dripline protection area of the protected tree shall be performed by hand. If the Project Arborist determines that it is not feasible to perform some portion(s) of this work by hand, then the smallest/lightest weight equipment that will adequately perform the demolition work shall be used.
- No signs, ropes, cables (except those which may be installed by an ISA Certified Arborist to provide limb support) or any other items shall be attached to the protected trees. Small metallic numbering tags for the purpose of identification in preparing tree reports and inventories shall be allowed.
- No vehicles, construction equipment, mobile homes/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of protected trees.
- Drainage patterns on the site shall not be modified so that water collects, stands or is diverted across the dripline of any protected tree.
- No trenching shall be allowed within the driplines of protected trees, except as specifically approved by the Planning Department as set forth in the project's Conditions of Approval and/or approved tree permit. If it is absolutely necessary to install underground utilities within the dripline of a protected tree the utility line within the protected zone shall be "bored and jacked" or performed utilizing hand tools to avoid root injury under the direct supervision of the Project Arborist.
- Grading within the protected zone of a protected tree shall be minimized. Cuts within the protected zone shall be maintained at less than 20% of the critical root zone area. Grade cuts shall be monitored by the Project Arborist. Any damaged roots encountered shall be root pruned and properly treated as deemed necessary by the Project Arborist.
- Minor roots less than one (1) inch in diameter encountered during approved excavation and/or grading activities may be cut, but damaged roots shall be traced back and cleanly cut behind any split, cracked or damaged area as deemed necessary by the Project Arborist.
- Major roots greater than one (1) inch in diameter encountered during approved excavation and/or grading activities may not be cut without approval of the Project Arborist. Depending upon the type of improvement being proposed, bridging techniques or a new site design may need to be employed to protect the roots and the tree.

- Cut faces, which will be exposed for more than 2-3 days, shall be covered with dense burlap fabric and watered to maintain soil moisture at least on a daily basis (or possibly more frequently during summer months). If any native ground surface fabric within the protected zone must be removed for any reason, it shall be replaced within forty-eight (48) hours.
- If fills exceed 1 foot in depth up to 20% of the critical root zone area, aeration systems may serve to mitigate the presence of the fill materials as determined by the Project Arborist.
- When fill materials are deemed necessary on two or three sides of a tree it is critical to provide for drainage away from the critical root zone area of the tree (particularly when considering heavy winter rainfalls). Overland releases and subterranean drains dug outside the critical root zone area and tied directly to the main storm drain system are two options.
- In cases where a permit has been approved for construction of a retaining wall(s) within the protected zone of a protected tree the applicant will be required to provide for immediate protection of exposed roots from moisture loss during the time prior to completion of the wall. The retaining wall within the protected zone of the protected tree shall be constructed within seventy-two (72) hours after completion of grading within the root protection zone.
- The construction of impervious surfaces within the dripline of a protected tree shall be minimized. When necessary, a piped aeration system shall be installed under the direct supervision of the Project Arborist.
- Preservation devices such as aeration systems, tree wells, drains, special paving and cabling systems must be installed in conformance with approved plans and certified by the Project Arborist.
- No sprinkler or irrigation system shall be installed in such a manner that sprays water or requires trenching within the dripline of a protected tree. An above ground drip irrigation system is recommended. An independent low-flow drip irrigation system may be used for establishing drought-tolerant plants within the protected zone of a protected tree. Irrigation shall be gradually reduced and discontinued after a two (2) year period.
- All portions of permanent fencing that will encroach into the protected zone of a protected tree shall be constructed using posts set no closer than ten (10) feet on center. Posts shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts in order to reduce impacts to the tree(s).

- Landscaping beneath native oak trees may include non-plant materials such as bark mulch, wood chips, boulders, etc. Planting live material under protected native oak trees is generally discouraged, and is not recommended within six (6) feet of the trunk of a native oak tree with a diameter at breast height (DBH) of eighteen (18) inches or less, or within ten (10) feet of the trunk of a native oak tree with a DBH of more than eighteen (18) inches. The only plant species which shall be planted within the dripline of native oak trees are those which are tolerant of the natural, semi-arid environs of the tree(s).



Appendix E

NOISE ANALYSIS



**Table E-1  
FUTURE OUTDOOR ON-SITE NOISE LEVELS**

Receiver <sup>1</sup>	Noise Levels (dBA L <sub>DN</sub> CNEL)
<b>Cresleigh Ravine<sup>2</sup></b>	
Lot 1 backyard	55.1
Lot 23 backyard	58.0
Lot 25 backyard	58.3
Lot 24 backyard	58.6
Lot 26 backyard	57.0
Lot 34 backyard	59.0
<b>Campus at Iron Point</b>	
Outdoor recreational area	52.1
Building 1, western building, 1 <sup>st</sup> floor patio	<b>65.0</b>
Building 1, eastern building, 1 <sup>st</sup> floor patio	<b>64.7</b>
Building 2, 1 <sup>st</sup> floor patio	57.5
Building 17, 1 <sup>st</sup> floor patio	<b>66.9</b>
Building 18, 1 <sup>st</sup> floor patio	<b>67.0</b>
Building 19, 1 <sup>st</sup> floor patio	<b>67.1</b>
Building 20, 1 <sup>st</sup> floor patio	<b>66.6</b>
Building 21, 1 <sup>st</sup> floor patio	<b>66.6</b>
Building 22, 1 <sup>st</sup> floor patio	<b>66.9</b>
Building 23, 1 <sup>st</sup> floor patio	<b>66.7</b>

<sup>1</sup> Building and lot locations shown on Initial Study Figure 5.

<sup>2</sup> Noise levels for Cresleigh Ravine assume incorporation of the 6-foot high masonry wall project design feature.

Note: Noise levels in table are for the "Project + Cumulative" condition.

Bold font and shading indicate noise levels above the 60 dBA threshold.



**Table E-2  
FUTURE SECOND STORY INTERIOR NOISE LEVELS**

<b>Receiver<sup>1</sup></b>	<b>Façade (Exterior) Noise Levels (dBA L<sub>DN</sub> CNEL)</b>	<b>Interior Noise Levels with Traditional Architectural Materials (dBA L<sub>DN</sub> CNEL)</b>
<b>Cresleigh Ravine</b>		
Lot 1	58.1	43.1
Lot 2	54.2	39.2
Lot 22	57.3	42.3
Lot 23	<b>66.5</b>	<b>51.5</b>
Lot 24	<b>65.2</b>	<b>50.2</b>
Lot 25	<b>66.2</b>	<b>51.2</b>
Lot 26	<b>64.0</b>	<b>49.0</b>
Lot 27	<b>60.3</b>	<b>45.3</b>
Lot 33	<b>60.2</b>	<b>45.2</b>
Lot 34	59.1	44.1
Lot 37	51.6	36.6
Lot 38	59.6	44.6
Lot 39	59.3	44.3
Lot 43	<b>60.2</b>	<b>45.2</b>
Lot 44	58.0	43.0
<b>Campus at Iron Point</b>		
Building 1	<b>65.1</b>	<b>50.1</b>
Building 2	<b>60.8</b>	<b>45.8</b>
Building 3	59.6	44.6
Building 4	59.1	44.1
Building 5	58.5	43.5
Building 6	58.4	43.4
Building 7	58.4	43.4
Building 8	58.2	43.2
Building 9	55.8	40.8
Building 10	55.8	40.8
Building 11	55.8	40.8
Building 12	57.9	42.9
Building 13	57.5	42.5
Building 14	56.8	41.8
Building 15	56.8	41.8
Building 16	57.8	42.8
Building 17	<b>68.2</b>	<b>53.2</b>
Building 18	<b>68.1</b>	<b>53.1</b>
Building 19	<b>68.2</b>	<b>53.2</b>
Building 20	<b>67.9</b>	<b>52.9</b>
Building 21	<b>67.8</b>	<b>52.8</b>
Building 22	<b>67.7</b>	<b>52.7</b>
Building 23	<b>67.7</b>	<b>52.7</b>

<sup>1</sup> Building and lot locations shown on Initial Study Figure 5.

Note: Noise levels in table are for the "Project + Cumulative" condition.

Bold font and shading for Exterior Noise Levels indicate noise levels above the 60 dBA threshold for exterior noise levels, and for Interior Noise Levels indicate noise levels above the 45 dBA threshold for interior noise levels.

**Table E-3  
MITIGATED FUTURE OUTDOOR PATIO NOISE LEVELS  
WITH SOUND WALL<sup>1</sup>**

Receiver <sup>2</sup>	Noise Levels without Sound Wall (dBA L <sub>DN</sub> CNEL)	Noise Levels with Sound Wall (dBA L <sub>DN</sub> CNEL)
Building 1, western building, 1st floor patio	<b>65.0</b>	59.0
Building 1, eastern building, 1st floor patio	<b>64.7</b>	56.3
Building 17, 1 <sup>st</sup> floor patio	<b>66.9</b>	58.3
Building 18, 1 <sup>st</sup> floor patio	<b>66.6</b>	58.4
Building 19, 1 <sup>st</sup> floor patio	<b>66.7</b>	58.9
Building 20, 1 <sup>st</sup> floor patio	<b>67.1</b>	58.5
Building 21, 1 <sup>st</sup> floor patio	<b>66.9</b>	58.4
Building 22, 1 <sup>st</sup> floor patio	<b>67.0</b>	59.3
Building 23, 1 <sup>st</sup> floor patio	<b>66.6</b>	58.6

<sup>1</sup> A 6-foot high sound wall would be incorporated along Iron Point Road.

<sup>2</sup> Building and lot locations shown on Initial Study Figure 5.

Note: Noise levels in table are for the "Project + Cumulative" condition.

Bold font and shading indicate noise levels above the 60 dBA threshold.

**Table E-4  
OFF-SITE TRAFFIC NOISE LEVELS**

Roadway/Segment	Distance to Nearest NSLU (feet)	Existing			Existing + Project			Long Term			Long Term + Project						
		CNEL @ nearest NSLU	70 CNEL (ft.)	65 CNEL (ft.)	60 CNEL (ft.)	CNEL @ nearest NSLU	70 CNEL (ft.)	65 CNEL (ft.)	60 CNEL (ft.)	CNEL @ nearest NSLU	70 CNEL (ft.)	65 CNEL (ft.)	60 CNEL (ft.)				
<b>Iron Point Road</b>																	
Prairie City Road to Willard Drive	50	69.3	45	78	130	69.4	45	79	132	70.3	51	86	144	70.6	53	89	150
Willard Drive to Black Diamond Drive	50	68.6	39	72	121	68.6	39	72	121	69.6	47	80	135	69.6	47	80	135
<b>Willard Drive</b>																	
Iron Point Road to Prairie City Road	50	63.4	10	37	71	64	12	42	76	64.3	13	44	78	64.7	15	47	82

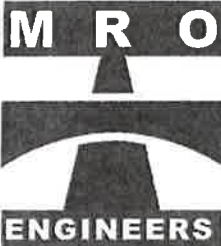
IRW = In road right-of-way



Appendix F

TRAFFIC IMPACT ANALYSIS





**Final  
Traffic Impact Analysis**

**Cresleigh Ravine &  
Campus at Iron Point  
Folsom, California**

**Prepared For  
HELIX Environmental Planning  
&  
City of Folsom  
Community Development Department**

**January 28, 2016**



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*Construction Year + Project – Level of Service Calculation Worksheets*

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## **EXECUTIVE SUMMARY**

This report addresses the traffic impacts associated with the Cresleigh Ravine (46 single-family residential units) and Campus at Iron Point (230 multi-family residential units) residential projects in Folsom, California. The proposed projects would be located in the northwest and northeast quadrants, respectively, of the intersection of Iron Point Road/Willard Drive. Vehicular access to and from the proposed projects would be via two full-access driveways on Willard Drive.

The study evaluates weekday AM and PM peak hour traffic operations in the vicinity of the project site under the following scenarios:

- Existing Conditions,
- Construction Year No Project Conditions,
- Construction Year Plus Project Conditions,
- Cumulative No Project Conditions, and
- Cumulative Plus Project Conditions.

Impacts of the project were evaluated at three key intersections in the immediate vicinity of the project site. In addition, the project's proposed access driveways were evaluated with respect to their ability to serve the proposed project safely and effectively.

### ***Existing Conditions***

- The three signal-controlled study intersections operate at LOS B or C in the weekday AM peak hour.
- In the PM peak hour, all three signalized study intersections operate at LOS C.
- In both peak hours, the study intersections all conform to the City of Folsom *General Plan* policy calling for operation at LOS C or better.
- Vehicular queues of 725 – 1,025 feet were observed on eastbound Willard Drive at Prairie City Road between 5:00 and 5:45 PM. A single eastbound lane on Willard Drive flares out to become the three-lane intersection approach at that location. Given the constraints imposed by right-of-way limitations and the access needs of existing land uses, it is unlikely that this situation could be improved through physical modifications. Further, because of the traffic demand on the other approaches at the intersection, it is unlikely that the timing of the traffic signal at this intersection could be modified sufficiently to alleviate the queues.

### ***Construction Year No Project Conditions***

- The traffic associated with 31 previously-approved developments was included in the evaluation traffic operations under Construction Year No Project conditions. Those projects will generate approximately 5,100 AM peak hour trips and about 7,050 PM peak hour trips.
- In the AM peak hour, all three study intersections are expected to operate at LOS C, which will conform to the City's LOS C policy.

- Prairie City Road/Iron Point Road will operate at an unacceptable level of service (LOS D) under this analysis scenario. The other two study locations will operate at LOS C, thereby conforming to the City's level of service policy.

***Construction Year Plus Project Conditions***

- The proposed project is expected to generate 152 AM peak-hour trips (32 inbound and 120 outbound), 189 PM peak-hour trips (121 inbound and 68 outbound), and 1,970 daily trips.
- In the AM peak hour, no change in level of service is projected. The project access locations will operate at LOS C, as will the three signal-controlled study locations. All of the study locations will conform to the City's level of service policy.
- No change in level of service is projected in the PM peak hour. Prairie City Road/Iron Point Road will operate at LOS D (the same as under "no project" conditions), but the project-related delay increment is estimated to be only 1.4 seconds per vehicle, which is less than the threshold defining a significant impact. The levels of service at the project driveways (LOS C) will be acceptable under City of Folsom policy.
- The project's traffic impacts are less than significant in both peak-hour periods and no off-site mitigation measures are recommended.

***Cumulative No Project Conditions***

- The cumulative conditions analysis reflects the level of development anticipated in the City of Folsom and throughout the Sacramento region through the year 2035. The traffic volume projections employed in this analysis are based on information presented in the environmental documentation for the Folsom Sphere of Influence (south of U.S. Highway 50) annexation.
- The following major transportation system improvements are reflected in the future year traffic forecasts used in this analysis:
  - Construction of a new interchange at U.S. Highway 50/Oak Avenue Parkway,
  - Construction of the U.S. Highway 50/Empire Ranch Road interchange,
  - Addition of a third through lane in each direction of Iron Point Road (where necessary),
  - Addition of a third through lane in each direction on East Bidwell Street (where necessary),
- In addition, the traffic projections reflect completion of all roadway system improvements within the Folsom Plan Area Specific Plan, as well as the regional transportation system improvements identified in the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy.
- Iron Point Road/Willard Drive/Intel East Access Road (LOS D) is projected to fall short of the City's LOS C standard in the AM peak hour. The other two study intersections are projected to operate at LOS C.
- In the PM peak hour, all three study intersections are expected to operate at LOS D, thereby failing to conform to the City's LOS C policy. Traffic operations at Prairie City Road/Iron Point Road benefit somewhat from the assumed construction of the Highway 50/Oak Avenue Parkway interchange, as the delay values are slightly better than under construction year conditions.



***Cumulative + Project Conditions***

- With addition of the project traffic, no change in level of service is projected at any of the study intersections in either peak-hour period. At the intersections that fail to meet the City's LOS C standard, the project-related increase in delay is less than the City's five seconds per vehicle threshold.
- Both project access intersections will operate at acceptable levels of service in both peak hours.
- The project-related impact is less than significant, and no mitigation measures are recommended.

***Project Access and Circulation Analysis***

- Two full-access driveways are proposed to serve the project, both on Willard Drive. In addition, emergency-vehicle-only access points are located on Willard Drive (serving Cresleigh Ravine) and on Iron Point Road at the southeastern corner of the Campus at Iron Point site.
- Key findings and recommendations resulting from the access analysis described above include the following:
  - No turn restrictions are necessary at either driveway; full access is appropriate.
  - No right-turn lane or taper is recommended at either driveway.
  - Both driveways will have adequate sight distance for entering and exiting drivers, although care must be taken to avoid blocking sight lines on the inside of the curve on Willard Drive.
  - STOP-sign control should be employed at both project driveways.
  - The site plan provides adequate throat depth at both driveways.
  - The gated entrance at the Campus at Iron Point project is subject to the following conditions:
    - Have the gates open inward, away from Willard Drive to conform to City of Folsom requirements.
    - Leave the gates open during the AM and PM peak periods (i.e., 7:00 – 9:00 AM and 4:00 – 6:00 PM). At a minimum, this would apply to the inbound gate, although it is recommended that both gates (inbound and outbound) be left open during these periods.
    - Residents of the project should be issued remote transmitters to allow them to open the entry gates without needing to stop to enter a code in the keypad at each entrance.
- These findings and recommendations are illustrated on Figure ES-1.
- The project proposes to construct new sidewalks on Willard Drive along the Cresleigh Ravine frontage and on Iron Point Road along the south edge of the Campus at Iron Point project site. These amenities will safely serve the needs of pedestrians in that area.
- On-street ("Class II") bike lanes exist along the project frontage on both Willard Drive (both sides) and Iron Point Road. These lanes should adequately meet the needs of bicyclists in the vicinity of the project, and no additional bicycle facilities are recommended.

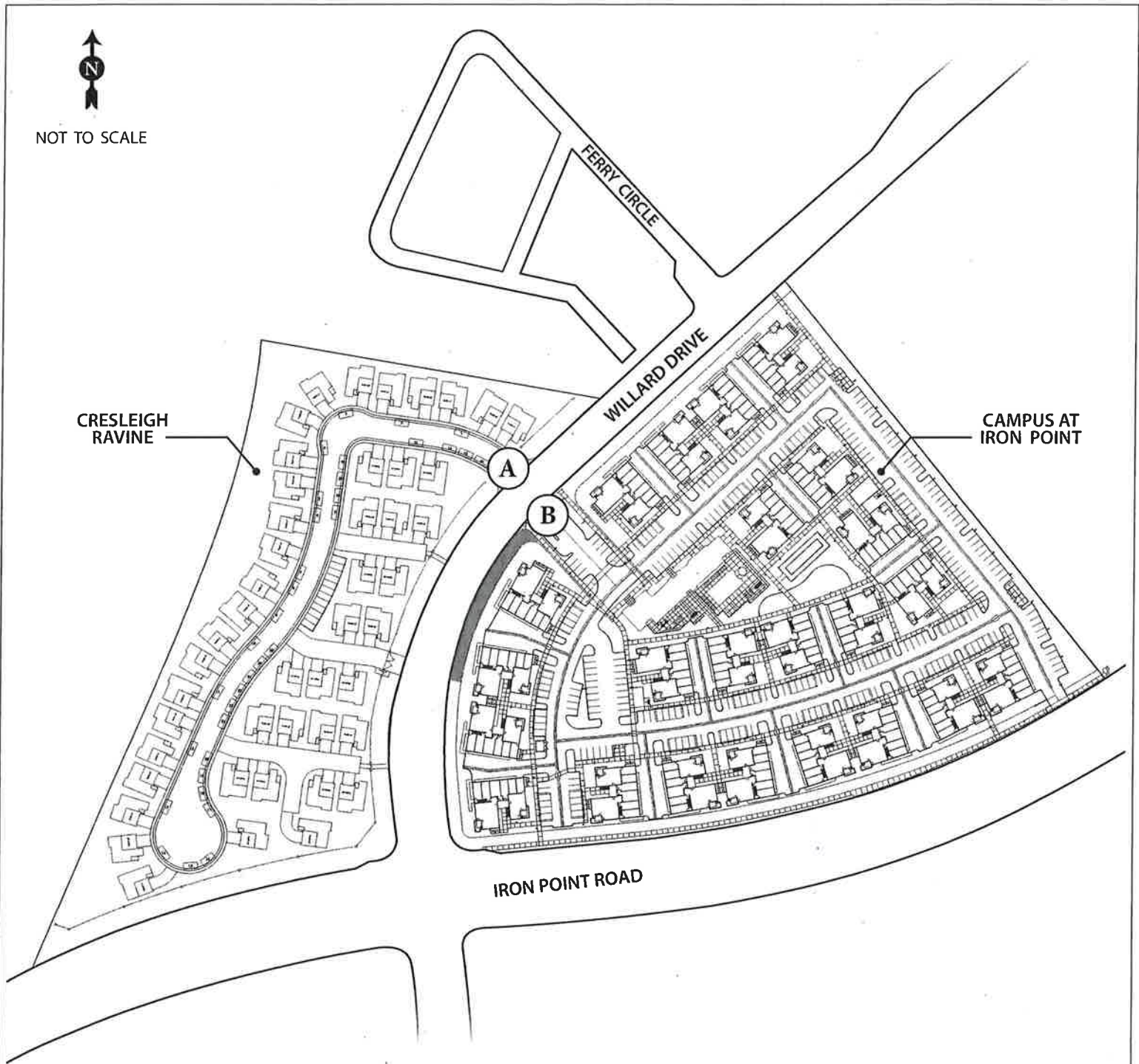
***Parking Assessment***

- The Cresleigh Ravine project proposes to construct a total of 138 parking spaces, including 92 off-street spaces and 46 on-street spaces.

- The proposed parking supply is in conformance with the *Folsom Municipal Code*.
- Further, the proposed parking supply exceeds even the highest parking demand value documented in the *ITE Parking Generation* manual for single-family residential projects.
- Therefore, the project is expected to provide adequate parking to serve the needs of residents and guests.
- At Campus at Iron Point, a total of 429 parking spaces are proposed, which represents an overall parking ratio of 1.87 spaces per unit and, given the mix of unit types proposed, 1.19 spaces per bedroom.
  - Based on requirements within the *Folsom Municipal Code*, the proposed 230-unit project would be required to provide 345 parking spaces (1.5 spaces/unit).
  - The City's *Design Guidelines for Multi-Family Development* have more detailed standards, based on the number of bedrooms per unit. According to those standards, the proposed project would need to provide 424 parking spaces (i.e., 1.84 spaces/unit and 1.18 spaces/bedroom).
  - The proposed parking supply exceeds the City of Folsom requirements and also exceeds the average and 85<sup>th</sup>-percentile apartment parking demand value documented in the *ITE Parking Generation* manual. Further, it equals the average parking supply on a "space/unit" basis and exceeds the average and median values on a "space/bedroom" basis documented in a recent analysis of 24 similar apartment projects in the Sacramento region. These factors indicate that the proposed project will provide adequate parking to meet residents' and visitors' needs.
- Both components of the proposed project will have adequate parking.



NOT TO SCALE



- A**
- Full access
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK both directions

- B**
- Full access
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK to east
- Keep shaded area clear to ensure adequate sight distance to west (Use only low-growing landscape material)
- Gates should open inward and be left open during peak periods (7:00 - 9:00 AM and 4:00 - 6:00 PM)

## **INTRODUCTION**

This report addresses the traffic impacts associated with the Cresleigh Ravine and Campus at Iron Point residential projects in Folsom, California. The proposed projects would be located in the northwest and northeast quadrants, respectively, of the intersection of Iron Point Road/Willard Drive. Figure 1 illustrates the locations of the proposed projects.

As directed by City of Folsom staff, this study analyzed traffic operations under the following five scenarios:

- Existing Conditions,
- Construction Year No Project Conditions,
- Construction Year Plus Project Conditions,
- Cumulative No Project Conditions, and
- Cumulative Plus Project Conditions.

### ***Project Description***

Cresleigh Ravine is a proposed single family residential subdivision to be located in the northwest quadrant of the intersection of Iron Point Road/Willard Drive. It is proposed to consist of 46 residential dwelling units on a seven-acre parcel. Vehicular access would be provided by a full access driveway on Willard Drive near the northeastern edge of the site. An emergency vehicle access (EVA) would also be provided, about midway along the project's street frontage.

The proposed Campus at Iron Point project is a multi-family residential development, with 230 market-rate apartment units and 429 parking spaces. It would be located on a ten-acre parcel at the northeast quadrant of Iron Point Road/Willard Drive. Vehicular access would be provided by a full-access, gated driveway on Willard Drive, which aligns with the Cresleigh Ravine driveway described above. In addition, a gated EVA is proposed on Iron Point Road at the southeast corner of the project site. Pedestrian-only gates are proposed at three locations around the perimeter of the site, with two on Iron Point Road and one on Willard Drive at the northeastern corner of the site.

The project site plans are presented as Figure 2.

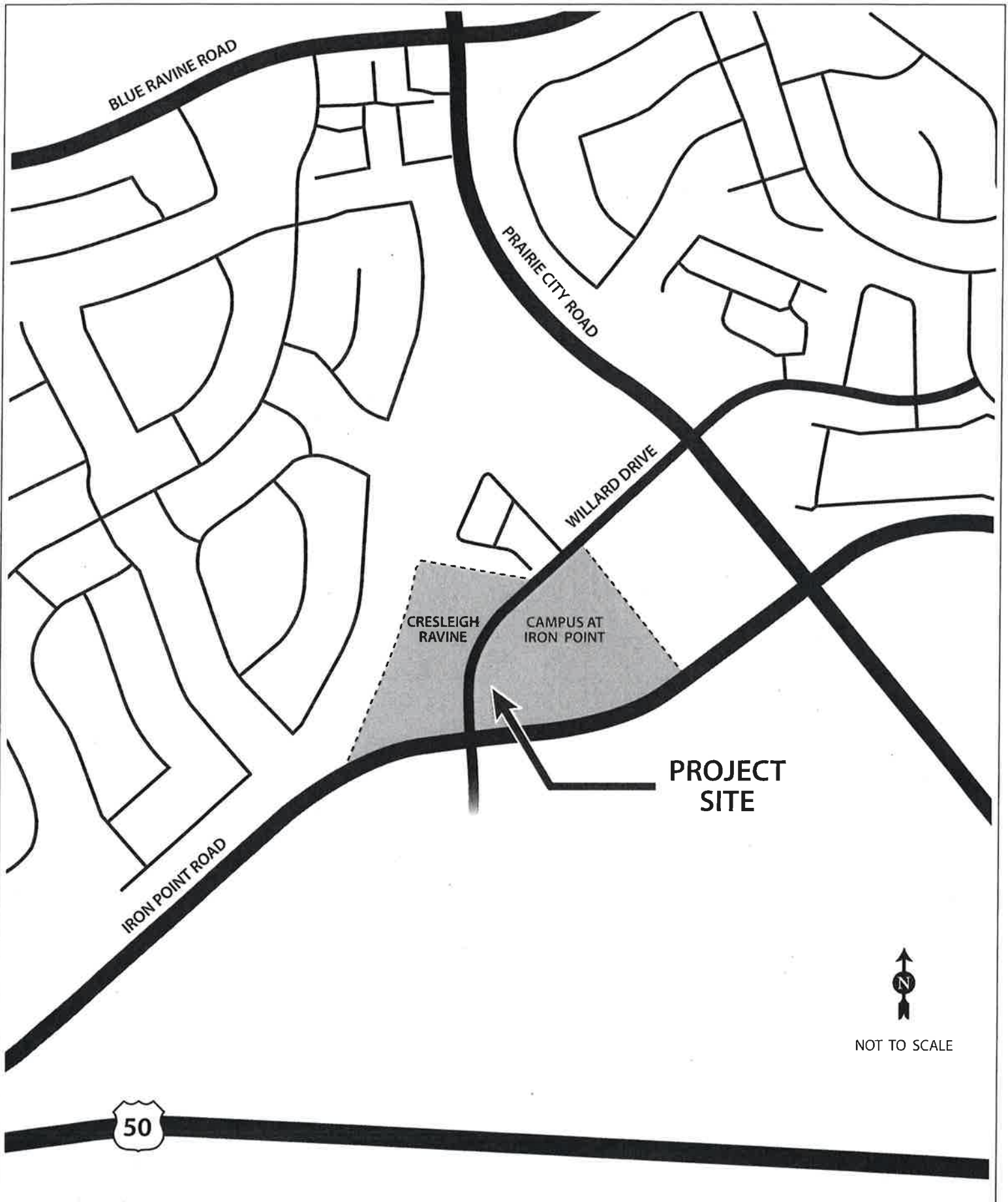
### ***Study Area***

Based on discussions with City of Folsom staff, the potential off-site impacts of the proposed project were evaluated at the following intersections:

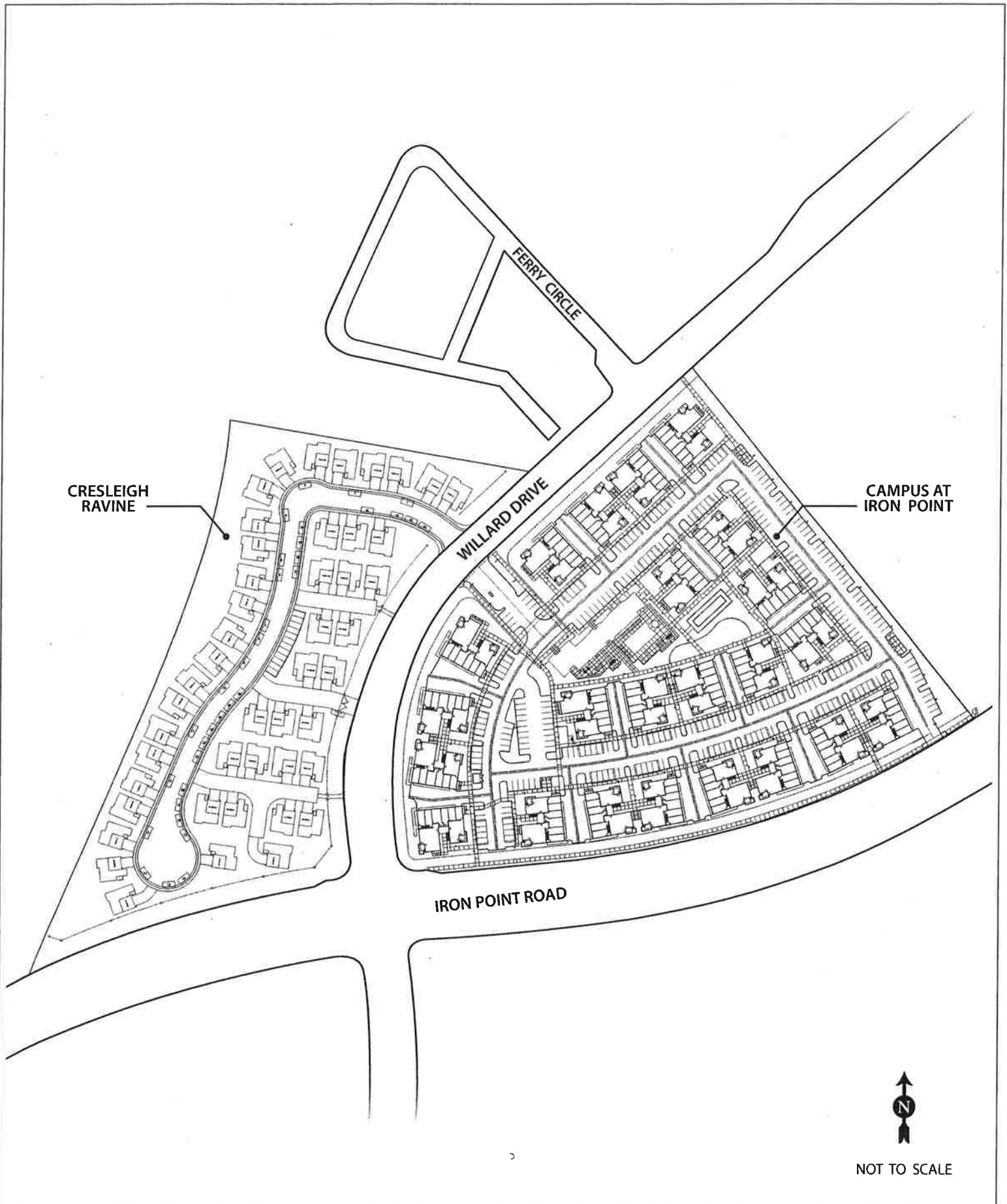
- Prairie City Road/Willard Drive,
- Prairie City Road/Iron Point Road, and
- Iron Point Road/Willard Drive/Intel East Access Road.

The access system serving the proposed project was also evaluated in detail, particularly with respect to its ability to serve the proposed project safely and effectively.









***Analysis Methodology***

In accordance with the analysis procedures generally accepted in the City of Folsom, the following techniques were employed in conducting this study.

***Intersection Operations***

Intersection operations are typically described in terms of level of service (LOS), which is reported on a scale from LOS A (representing free-flow conditions) to LOS F (which represents substantial congestion and delay). The level of service designations are based on a quantitative calculation of vehicular delay at the intersection. The specific approach to estimating delay is based on procedures documented in the *Highway Capacity Manual 2010* (Transportation Research Board, Fifth Edition, December 2010), as well as the year 2000 version of that document.

***Signalized Intersections***

Typically, the signalized study intersections would be analyzed using the “operational analysis” methodology presented in Chapter 18 of the *Highway Capacity Manual 2010*. However, that methodology has limitations with respect to the treatment of U-turns and intersection approaches with both shared and exclusive turn lanes (such as on the south leg of Iron Point Road/Willard Drive/Intel East Access Road). Consequently, the signalized study intersections were instead analyzed using the “operational analysis” methodology presented in the year 2000 edition of the *Highway Capacity Manual (HCM 2000)*. Both methodologies determine signalized intersection level of service by comparing the “average control delay per vehicle” to the thresholds shown in Table 1. Control delay represents the delay directly associated with the traffic signal. It also acts as an indicator of driver discomfort and fuel consumption. For this analysis, the level of service calculations were performed using the *Synchro 8* software package, which implements the intersection analysis procedures documented in both versions of the *Highway Capacity Manual*.

<b>Table 1 Level of Service Definitions Signalized Intersections</b>		
Level of Service	Description	Average Control Delay (Seconds/Vehicle)
A	Very low delay. Most vehicles do not stop	≤ 10.0
B	Slight delay. Generally good signal progression.	10.1 – 20.0
C	Increased number of stopped vehicles. Occasional cycle failures.	20.1 - 35.0
D	Noticeable congestion. Large proportion of vehicles stopped.	35.1 – 55.0
E	Operating conditions at or near capacity. Frequent cycle failure.	55.1 - 80.0
F	Oversaturation. Forced or breakdown flow. Extensive queuing.	> 80.0
Reference: Transportation Research Board, <i>Highway Capacity Manual 2010</i> , Fifth Edition, December 2010.		

*Unsignalized Intersections*

The analysis of the unsignalized project access intersection was conducted using the method documented in Chapter 19 of the *Highway Capacity Manual 2010*. This method calculates average control delay for each minor movement at the intersection (i.e., movements that are required to yield to oncoming traffic, including all minor street movements and left-turn movements from the major street). Level of service results reported for STOP-controlled intersections are based upon the average control delay per vehicle for the worst-case minor movement, based on the criteria set forth in Table 2. As noted on page 19-2 of the *Highway Capacity Manual 2010*, level of service is not calculated for the intersection as a whole. For unsignalized intersections, control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The unsignalized study intersections were also analyzed using the *Synchro 8* software package.

The unsignalized intersection analysis also considered whether the study location would meet the minimum requirements for installation of a traffic signal. The need for installation of a traffic signal at a given location is judged relative to a defined set of traffic signal “warrants.” The warrants applied in the State of California were established by Caltrans, based on essentially similar requirements documented in the *Manual on Uniform Traffic Control Devices* (MUTCD) published by the Federal Highway Administration (FHWA). The current signal warrants are documented in “Part 4 – Highway Traffic Signals” of the *California Manual on Uniform Traffic Control Devices*, dated November 7, 2014. Nine such warrants have been defined, although not all warrants are relevant to each case. This analysis was conducted using Warrant 3, the “Peak Hour” signal warrant.

<b>Table 2 Level of Service Definitions Unsignalized Intersections</b>		
Level of Service	Description	Average Control Delay (Seconds/Vehicle)
A	Little or no conflicting traffic for minor movements.	≤ 10.0
B	Drivers on minor movements begin to notice absence of available gaps.	10.1 – 15.0
C	Drivers on minor movements begin to experience delays waiting for adequate gaps.	15.1 – 25.0
D	Queuing occurs on minor movements due to a reduction in available gaps.	25.1 – 35.0
E	Extensive minor movement queuing due to insufficient gaps.	35.1 – 50.0
F	Insufficient gaps of adequate size to allow minor movement traffic demand to be accommodated.	> 50.0
Reference: Transportation Research Board, <i>Highway Capacity Manual 2010</i> , Fifth Edition, December 2010.		

*Sight Distance*

To ensure that drivers will be able to enter and exit the site safely at the project access locations, a stopping sight distance analysis was conducted using parameters documented in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2004) and the Caltrans *Highway Design Manual* (California Department of Transportation, Sixth Edition, May 7, 2012).

*Queuing/Storage Length*

To minimize the potential for queuing problems at the project driveways, the minimum recommended throat depth (MRTD) at each project access point was calculated using the probability-based methodology accepted by the City of Folsom. The intent of this analysis is to ensure that outbound vehicles have enough stacking distance, so that internal circulation aisles are not blocked. This minimizes the possibility that inbound vehicles will queue back onto the street. The queue length estimates considered here were developed within the intersection level of service calculation process, as described above.

*Evaluation Criteria*

Policy 17.17 of the *City of Folsom General Plan* identifies the minimum acceptable level of service for traffic operations at signalized intersections in the City. Specifically, this policy states:

*“The City should strive to achieve at least a traffic Level of Service ‘C’ throughout the City. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs.”*

The City has defined appropriate standards of significance to reflect this policy, including criteria that address situations where the signalized intersection level of service is worse than LOS C under “no project” conditions. Those standards of significance are as follows:

- If the “no project” level of service is LOS C or better and the project-generated traffic causes the signalized intersection level of service to degrade to worse than LOS C (i.e., LOS D, E, or F), then the proposed project must implement mitigation measures to return the intersection to LOS C or better.
- If the “no project” level of service is worse than LOS C (i.e., LOS D, E, or F) and the project-generated traffic causes the overall average delay value at the signalized intersection to increase by five seconds or more, then the proposed project must implement mitigation measures to improve the intersection to the “no project” condition or better. It is not necessary to improve the signalized intersection to LOS C.
- If the “no project” level of service is worse than LOS C (i.e., LOS D, E, or F) and the project-generated traffic causes the overall average delay value at the signalized intersection to increase by less than five seconds, then the traffic impact is considered less-than-significant and no mitigation is required.

The City's General Plan policy only applies to signal-controlled intersections. For this analysis, at the STOP-sign-controlled study intersection (i.e., the project access location), a significant impact occurs if the project-generated traffic is sufficient to cause the intersection to meet the minimum requirements associated with the "Peak Hour Volume" warrant, in addition to the overall intersection delay and level of service criteria stated above. (Reference: California Department of Transportation, *California Manual on Uniform Traffic Control Devices 2012*, Part 4 – Highway Traffic Signals, November 7, 2014.)



## **EXISTING CONDITIONS**

This section describes the roadway network serving the proposed project, as well as existing traffic operations at key intersections in the vicinity of the project site.

### ***Key Roadways***

The existing transportation system in the vicinity of the project site is illustrated on Figure 3. Shown there are the traffic lanes on the adjacent roadways, as well as existing facilities for pedestrians and bicyclists. Brief descriptions of the key roadways serving the project site are provided below.

*Prairie City Road* is a north-south arterial that extends from White Rock Road south of U.S. Highway 50 to Blue Ravine Road, where its name changes to Sibley Street. Near the project site, *Prairie City Road* has three southbound vehicular travel lanes and two northbound through lanes, although it widens to provide a third northbound lane for a short distance just north of Willard Drive. It has a raised median and bike lanes and has a posted speed limit of 45 MPH north of Iron Point Road and 50 MPH south of there. *Prairie City Road* has a full interchange with U.S. Highway 50 and also provides access to the Intel facility.

*Iron Point Road* is a four-to-six-lane, east-west arterial roadway that runs parallel to and just north of U.S. Highway 50. It extends from Folsom Boulevard on the west to the east city limit. Along the project frontage, it is a four-lane, median-divided road. It has bike lanes and a 45 MPH speed limit. *Iron Point Road* also provides access to the Intel campus at three locations (two signalized and one unsignalized).





*Willard Drive* is a generally east-west roadway that loops from *Iron Point Road* at the Intel campus to *Stewart Street* at its eastern terminus. Along the project frontage, it has two travel lanes (one in each direction) plus a center left-turn lane and bike lanes, while east of *Prairie City Road*, it has two lanes with no center left-turn lane or bike lanes. It provides access to residential areas east of *Prairie City Road*, as well as limited commercial development located near *Prairie City Road/Willard Drive*. Between *Iron Point Road* and *Prairie City Road*, it has a posted 35 MPH speed limit.

### ***Existing Traffic Volumes***

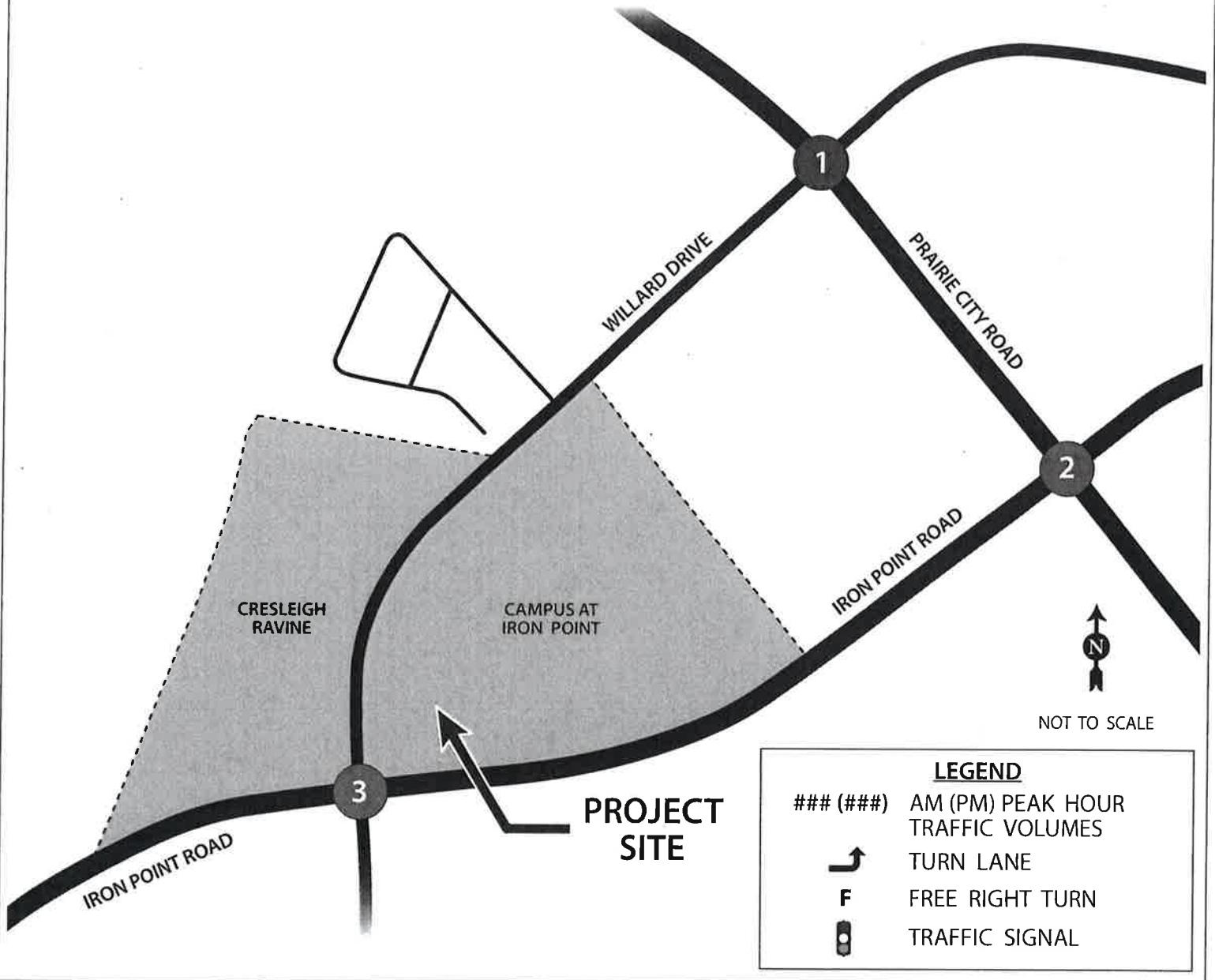
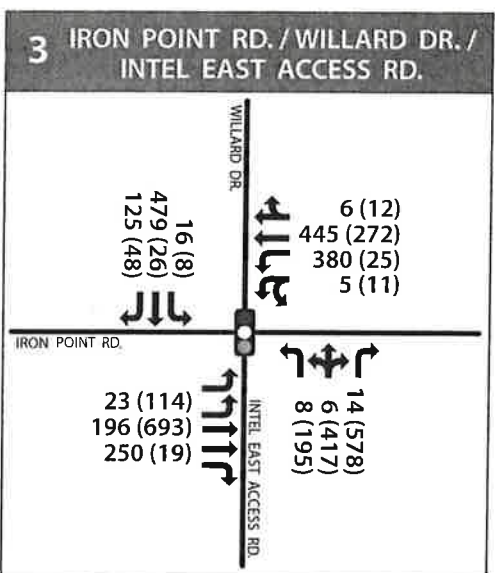
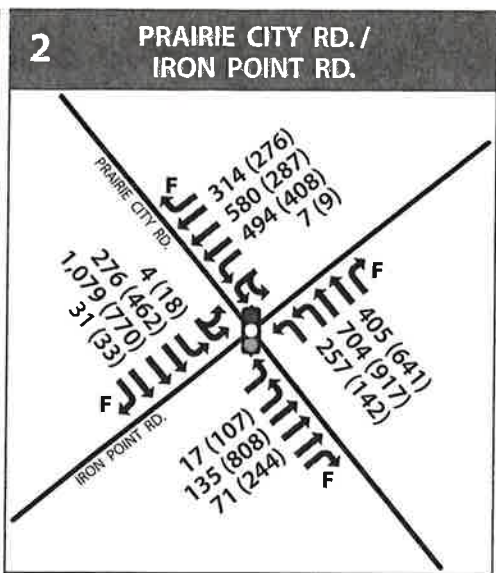
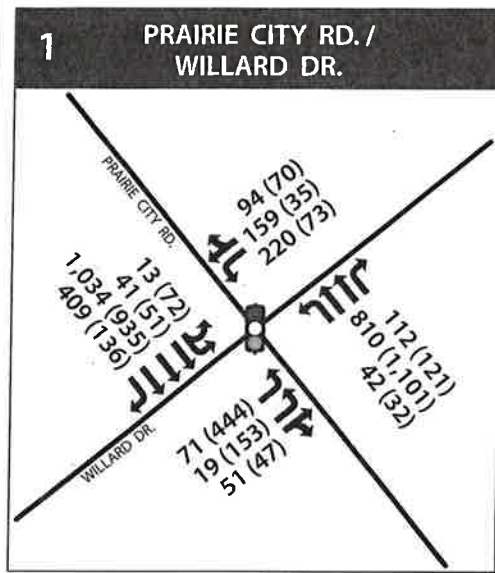
MRO Engineers, Inc., conducted weekday AM and PM peak-period turning movement counts at the study intersections on Tuesday, December 1, 2015. Data collection was specifically scheduled on a typical school day, to ensure a conservative analysis of traffic operations. The counts at all study intersections included pedestrians and bicyclists in addition to motor vehicles. The resulting peak-hour traffic volumes and existing intersection lane configurations are shown on Figure 4.



**LEGEND**

-  SIDEWALK / CROSSWALK
-  BIKE LANE
-  MEDIAN
-  TRAFFIC SIGNAL





**Existing Intersection Level of Service**

Table 3 summarizes the existing weekday AM and PM peak hour levels of service at the study intersections. Appendix A contains the technical calculation sheets.

<b>Table 3 Level of Service Summary<sup>1</sup> Existing Conditions</b>					
Intersection	Traffic Control	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS
Prairie City Rd./Willard Dr.	Signal	19.2	B	23.9	C
Prairie City Rd./Iron Point Rd.	Signal	23.5	C	33.8	C
Iron Point Rd./Willard Dr./Intel East Access Rd.	Signal	23.4	C	26.7	C
Notes:					
<sup>1</sup> Reference: Transportation Research Board, <i>Highway Capacity Manual</i> , 2000.					
<sup>2</sup> Average control delay (seconds per vehicle).					
<sup>3</sup> Level of service.					

Weekday AM Peak Hour

The three signal-controlled study intersections operate at LOS B or C in the weekday AM peak hour. Thus, all of the study locations conform to the City of Folsom *General Plan* policy calling for operation at LOS C or better.

Weekday PM Peak Hour

In the PM peak hour, all three signalized study intersections operate at an acceptable LOS C. Again, therefore, all of the study intersections conform to the City's minimum level of service requirement.

**Willard Drive Queues**

As part of the data collection effort, observations were performed with respect to queue lengths on eastbound Willard Drive at Prairie City Road in the PM peak period. The results of those observations are summarized in Table 4.

Queues at that location are noteworthy, particularly between 5:00 PM and 5:45 PM. During that 45-minute period, the queues range from 29 vehicles (approximately 725 feet) to 41 vehicles (about 1,025 feet). The queues are directly associated with Intel employees leaving work for the day, who desire to travel to the north on Prairie City Road. The traffic count conducted for this study revealed that 444 eastbound-to-northbound left turns were made at this location, as well as a combined total of 200 through movements and right turns.

Although three eastbound lanes are provided at the intersection (two left-turn lanes and a shared through/right-turn lane), the length of the left-turn lanes is limited to approximately 120 feet each by an existing raised median that defines a westbound left-turn lane serving the Safeway shopping center on the south side of Willard Drive at Prairie City Road. As configured, a single eastbound lane on Willard Drive flares out to become the three-lane intersection approach.

Given the constraints imposed by right-of-way limitations and the access needs of existing land uses, physical modifications that would improve this situation are not feasible. Further, recognizing the traffic demand on the other approaches at the Prairie City Road/Willard Drive intersection (e.g., over 1,250 vehicles on northbound Prairie City Road and almost 1,200 vehicles on southbound Prairie City Road), traffic signal timing modifications that would be sufficient to alleviate the queues are similarly infeasible. Any such modifications would require that additional green signal time be allocated to eastbound Willard Drive; that additional green time would need to be deducted from the green time currently allocated to Prairie City Road. Any substantial reduction in green signal time on Prairie City Road would adversely impact traffic operations on that key arterial roadway, potentially including the creation of excessive northbound and southbound queues.

Recognizing that the Willard Drive queues are generated by Intel employees exiting work, the queues might be reduced if work schedule modifications could be implemented at Intel, which would spread out the traffic exiting that facility during the PM peak period. It is unknown if such changes are possible, however, and no mechanism exists to require such modifications.

Finally, it should be noted that these queues represent an existing condition, which is unrelated to the proposed project.

<b>Table 4 Willard Drive Queue Length Summary<sup>1</sup></b>		
Time Period	Maximum Queue on Eastbound Willard Drive at Prairie City Road	
	Vehicles	Length (Feet) <sup>2</sup>
4:00 – 4:15 PM	8	200 Ft.
4:15 – 4:30 PM	12	300 Ft.
4:30 – 4:45 PM	16	400 Ft.
4:45 – 5:00 PM	11	275 Ft.
5:00 – 4:15 PM	31	775 Ft.
5:15 – 5:30 PM	41	1,025 Ft.
5:30 – 5:45 PM	29	725 Ft.
5:45 – 6:00 PM	15	375 Ft.

Notes:  
<sup>1</sup> Data collected Tuesday, December 1, 2015.  
<sup>2</sup> Assuming 25 feet per vehicle.



**CONSTRUCTION YEAR NO PROJECT CONDITIONS**

This section documents traffic operations in the anticipated construction year for the proposed project, excluding the traffic generated by the project itself. This scenario includes consideration of the traffic associated with other previously-approved developments throughout the City of Folsom, as identified by City staff.

***Background Traffic Growth***

To develop a meaningful estimate of “construction year” traffic conditions, MRO Engineers, Inc., estimated the volume of peak-hour traffic to be generated by a number of related projects in the vicinity of the proposed project, as directed by City of Folsom staff. The specific land use assumptions for each of the related projects were confirmed with City of Folsom staff prior to initiating the detailed analyses. Table 5 lists the 31 projects included in this analysis scenario.

As summarized in Appendix B, the related projects listed below will generate a total of about 5,100 AM peak hour trips and 7,050 PM peak hour trips. Where possible, the related project trips were distributed and assigned to the City of Folsom road network in accordance with information presented in previous traffic analyses conducted within the city. Of course, not all of the related project-generated trips will pass through the study area for this analysis. Furthermore, based on discussions with City staff, it was determined that little, if any, development would be complete in the Folsom Plan Area (i.e., the annexation area south of Highway 50) within the construction year time frame. Consequently, none of the traffic associated with the Russell Ranch, Mangini Ranch or Hillsborough Subdivision projects was added to the study intersections.

<b>Table 5 Related Projects<sup>1</sup></b>			
Project	Land Use	Size	Location
Folsom Pointe Highway Commercial	Highway Commercial Center <sup>2</sup>		East side of East Bidwell St., south of Iron Point Rd.
Broadstone Park Professional Center	Office	15,000 SF <sup>3,4</sup>	South side of Iron Point Road east of McAdoo Drive
Palladio at Broadstone	Retail	220,000 SF <sup>4</sup>	Bounded by Iron Point Road, East Bidwell Street, and Broadstone Parkway
Island at Parkshore	Residential	315 DU	Southwest of Parkshore Dr. in Silverbrook Island area
Broadstone Crossing Parcel 1	Two Hotels Three Restaurants	236 Rooms 22,230 SF	Southwest quadrant of Iron Point Road/Cavitt Drive
La Collina dal Lago	Single-Family Residential	30 DU <sup>6</sup>	East Natoma Street west of Blue Ravine Road/Green Valley Road
Empire Ranch	Single-Family Residential	200 DU <sup>6</sup>	East Natoma Street east of Blue Ravine Road/Green Valley Rd.
Montara Grove	Office	32,000 SF	South side of East Natoma Street at Prison Road

<b>Table 5 Related Projects<sup>1</sup></b>			
Project	Land Use	Size	Location
Masjid Bilal Mosque	Church and School	31,668 SF	Southeast corner of Sibley Street/Levy Road
Psychiatric Services Unit Office & Treatment Facility	Medical Facility	17,395 SF	California State Prison - Sacramento
Folsom Women's Facility	Correctional Facility	403 Female Offenders	Folsom State Prison
Addison Place	Single-Family Residential	10 DU <sup>6</sup>	Southeast quadrant of Sibley Street/Glenn Drive
Fire and Rain Mixed-Use Building	Retail, Office & Condominiums	8,313 SF	607 Sutter Street
Treehouse West Commercial Center	Retail	3,595 SF	Southwest Quadrant of Iron Point Road and Barnhill Drive
701 Bidwell Street Commercial Center	Office & Retail	7,791 SF	701 Bidwell Street
Parkway Villages H1 & H2	Single-Family Residential	16 DU	North side of Silberhorn Drive, west of Golf Links Drive
The Commons at Prairie City	Senior Residential Facility	131 Units	Southeast quadrant of Prairie City Road/Willard Drive
Cornerstone Dental Center	Medical Office	14,000 SF	2301 East Bidwell Street
Lifetime Fitness	Fitness Facility	116,636 SF	110 Serpa Way
The Canyon	Single-Family Residential	11 DU	Northwest corner -- Orangevale Avenue and American River Canyon Drive South
Leidesdorff Village	Condominium	56 DU	1108 Sutter Street
Superior Self Storage	Self-Storage Facility	124,310 SF	7700 Folsom-Auburn Road
Harvest Subdivision	Single-Family Residential	116 DU	North Side of East Natoma Street across from Bowen Drive
Russell Ranch Subdivision	Single-Family Residential	875 DU	Folsom Plan Area (East)
Mangini Ranch Subdivision	Single-Family Residential	826 DU	Folsom Plan Area (West)
Hillsborough Subdivision	Single-Family Residential	2,103 DU	Folsom Plan Area (Central)
Veranda Subdivision	Single-Family Residential	63 DU	Southwest quadrant of East Natoma Street/Golf Links Drive/Bonhill Drive
Broadstone Apartments	Multi-Family Residential	304 DU	Southwest corner - Broadstone Parkway and Cavitt Drive
Iron Point Retirement Community	Assisted Living	126 DU	Iron Point Road, south side near Rowberry Drive

<b>Table 5 Related Projects<sup>1</sup></b>			
Project	Land Use	Size	Location
Country House at Broadstone Memory Care Facility	Assisted Living	45 DU	2005 Iron Point Road
The Pique at Iron Point Apartments	Multi-Family Residential	327 DU	Iron Point Rd. between Serpa Way and Carpenter Hill Rd.
Notes:			
<sup>1</sup> Reference: City of Folsom, Community Development Department <sup>2</sup> Three unbuilt pads (two restaurants and one retail building). <sup>3</sup> Square feet. <sup>4</sup> Approximate unoccupied square footage. <sup>5</sup> Dwelling units. <sup>6</sup> Approximate number of unbuilt dwelling units.			

***Construction Year No Project Traffic Volumes***

The peak-hour traffic generated by the approved projects described above was added to the existing traffic volumes on the road system in the vicinity of the project site to develop the “Construction Year No Project” traffic scenario. Figure 5 illustrates the traffic estimates for the peak-hour study periods. Also shown there are the intersection lane configurations for Construction Year conditions, which are unchanged from Existing Conditions.

***Intersection Level of Service***

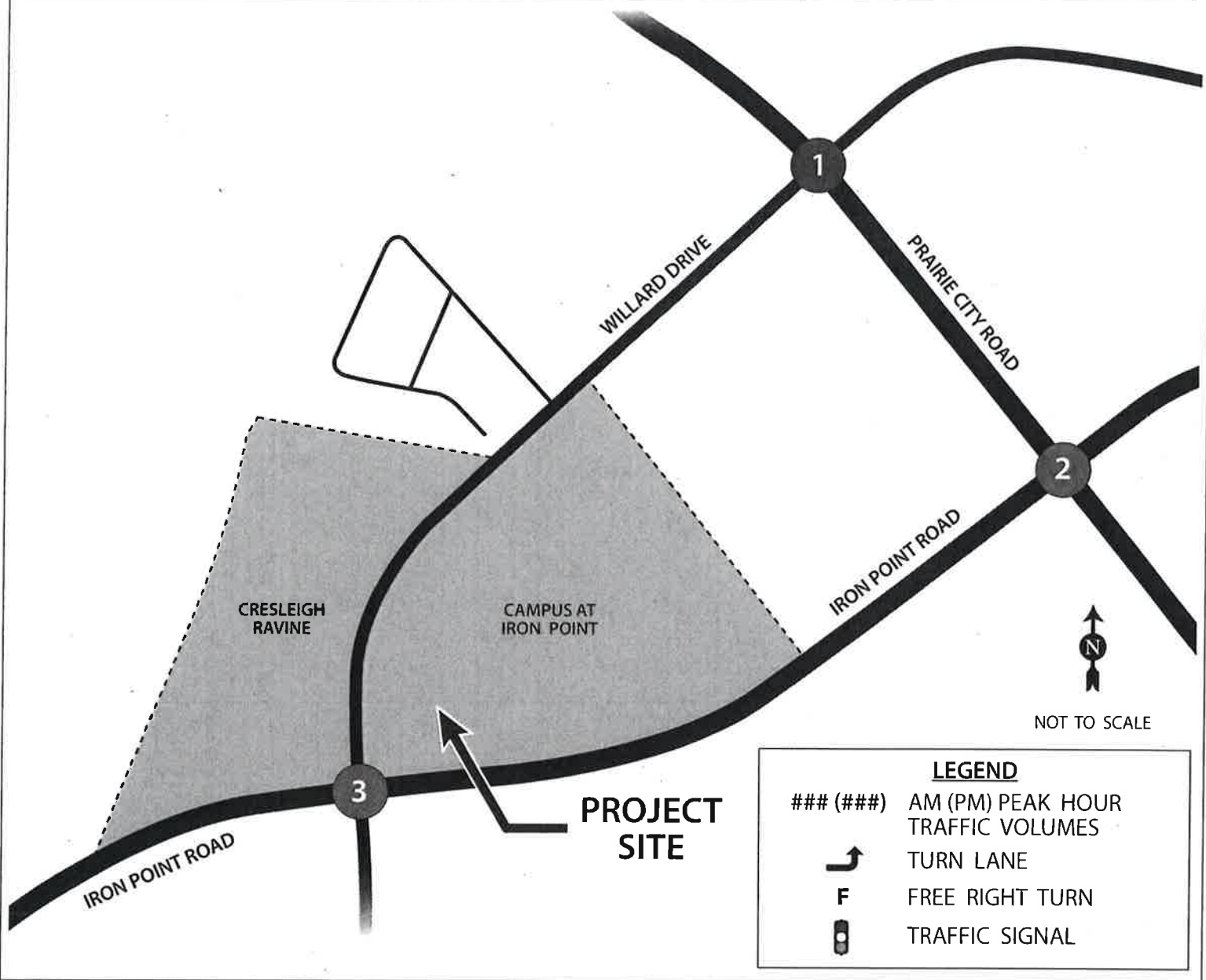
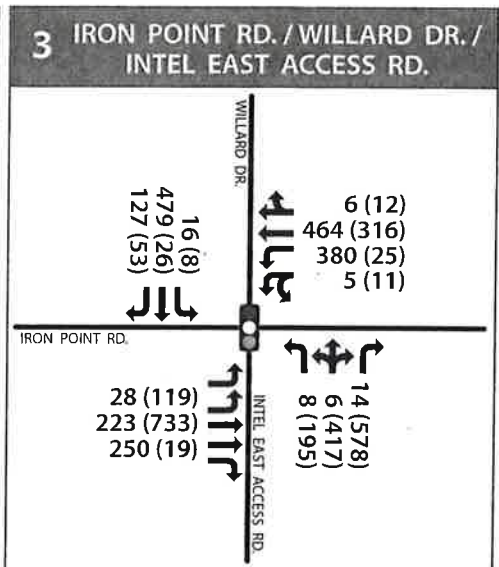
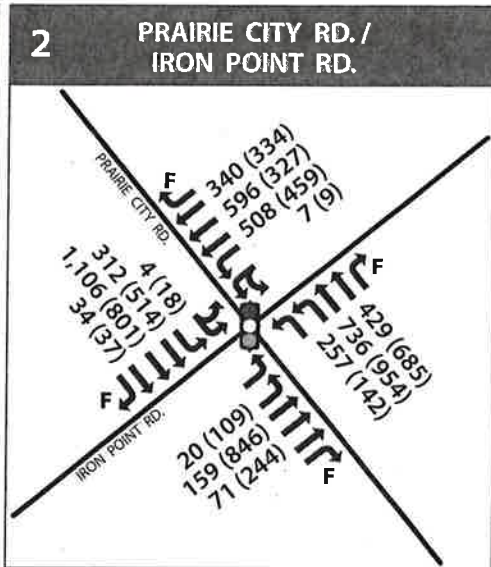
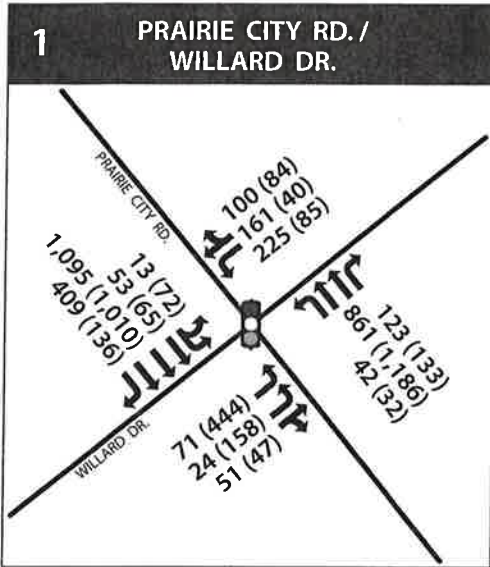
Table 6 summarizes the results of the level of service calculations for the signalized study intersections under Construction Year No Project conditions. Appendix C contains the technical calculations.

***Weekday AM Peak Hour***

In the AM peak hour, all three study intersections are expected to operate at LOS C. Thus, all of the study intersections are projected to conform to the City’s level of service policy under Construction Year No Project conditions.

***Weekday PM Peak Hour***

The study intersection of Prairie City Road/Iron Point Road will operate at an unacceptable level of service under this analysis scenario; it is expected to operate at LOS D. The other two study locations will operate at LOS C, thereby conforming to the City’s level of service policy.



**LEGEND**

### (###) AM (PM) PEAK HOUR TRAFFIC VOLUMES

↗ TURN LANE

F FREE RIGHT TURN

🚦 TRAFFIC SIGNAL

**MRO ENGINEERS**

MRO ENGINEERS, INC.  
660 Auburn Folsom Rd.  
Suite 201B  
Auburn, CA 95603  
Phone (916) 783-3838  
www.mroengineers.com

**PEAK HOUR TRAFFIC VOLUMES  
CONSTRUCTION YEAR NO PROJECT**

**FIGURE 5**

<b>Table 6 Level of Service Summary<sup>1</sup> Construction Year No Project Conditions</b>					
Intersection	Traffic Control	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS
Prairie City Rd./Willard Dr.	Signal	20.0	C	27.2	C
Prairie City Rd./Iron Point Rd.	Signal	24.2	C	41.4 <sup>4</sup>	D
Iron Point Rd./Willard Dr./Intel East Access Rd.	Signal	23.1	C	27.7	C
Notes: <sup>1</sup> Reference: Transportation Research Board, <i>Highway Capacity Manual</i> , 2000. <sup>2</sup> Average control delay (seconds per vehicle). <sup>3</sup> Level of service. <sup>4</sup> Shaded cell denotes unacceptable level of service.					



## **CONSTRUCTION YEAR PLUS PROJECT CONDITIONS**

This section documents the impacts of the proposed project on traffic conditions in the assumed construction year. To evaluate off-site impacts, the volume of traffic generated by the proposed project was estimated and that traffic was assigned to the adjacent street system. The levels of service at the study intersections were then analyzed for the AM and PM peak-hour periods.

### ***Project Description***

As described earlier, the proposed project will consist of two components. The Cresleigh Ravine single-family residential project will include 46 dwelling units, to be constructed on a site in the northwest quadrant of the intersection of Iron Point Road/Willard Drive. The Campus at Iron Point component of the project will consist of 230 market-rate apartment units on the northeast corner of that same intersection.

### ***Proposed Access System***

Vehicular access to and from the proposed Cresleigh Ravine project would be provided by a full access driveway on Willard Drive near the northeastern edge of the site. An emergency vehicle access (EVA) would also be provided, about midway along the project's street frontage.

At the proposed Campus at Iron Point project, vehicular access would be provided by a full-access, gated driveway on Willard Drive, which aligns with the Cresleigh Ravine driveway described above. In addition, a gated EVA is proposed on Iron Point Road at the southeast corner of the project site.

### ***Trip Generation***

The AM and PM peak-hour trip generation estimates for the proposed project were developed using information presented in the *Trip Generation Manual* (Institute of Transportation Engineers, Ninth Edition, 2012). Table 7 summarizes the resulting trip generation estimates for the proposed project. In the AM peak hour, the proposed project is expected to generate a total of 152 trips, with 32 inbound and 120 outbound. The PM peak hour trip generation is estimated to be 189 trips, with 121 inbound and 68 outbound. About 1,970 daily trips are projected, evenly split between inbound and outbound.

<b>Table 7 Trip Generation Estimate<sup>1</sup></b>								
Land Use		Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Cresleigh Ravine (46 Single-Family Residential Units)	Trip Rate <sup>2</sup>	9.52	0.19	0.56	0.75	0.63	0.37	1.00
	Trips	440	9	26	35	29	17	46
Campus at Iron Point (230 Multi-Family Residential Units)	Trip Rate <sup>3</sup>	6.65	0.10	0.41	0.51	0.40	0.22	0.62
	Trips	1,530	23	94	117	92	51	143
Total Trips		1,970	32	120	152	121	68	189

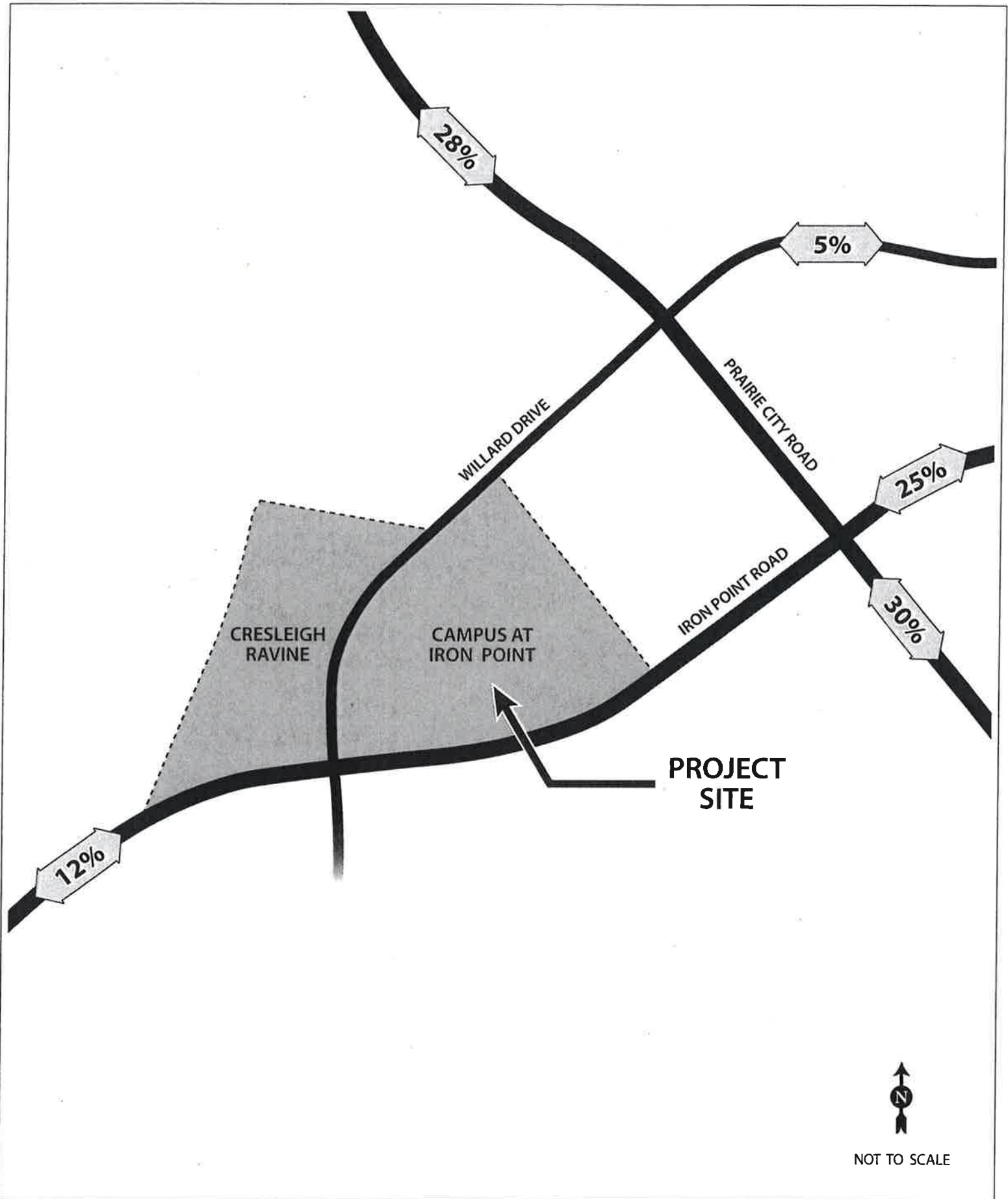
Notes:  
<sup>1</sup> Reference: Institute of Transportation Engineers, *Trip Generation Manual*, Ninth Edition, 2012.  
<sup>2</sup> ITE Land Use Code 210 – Single-Family Detached Housing; Trips per dwelling unit.  
<sup>3</sup> ITE Land Use Code 220 – Apartment; Trips per dwelling unit.

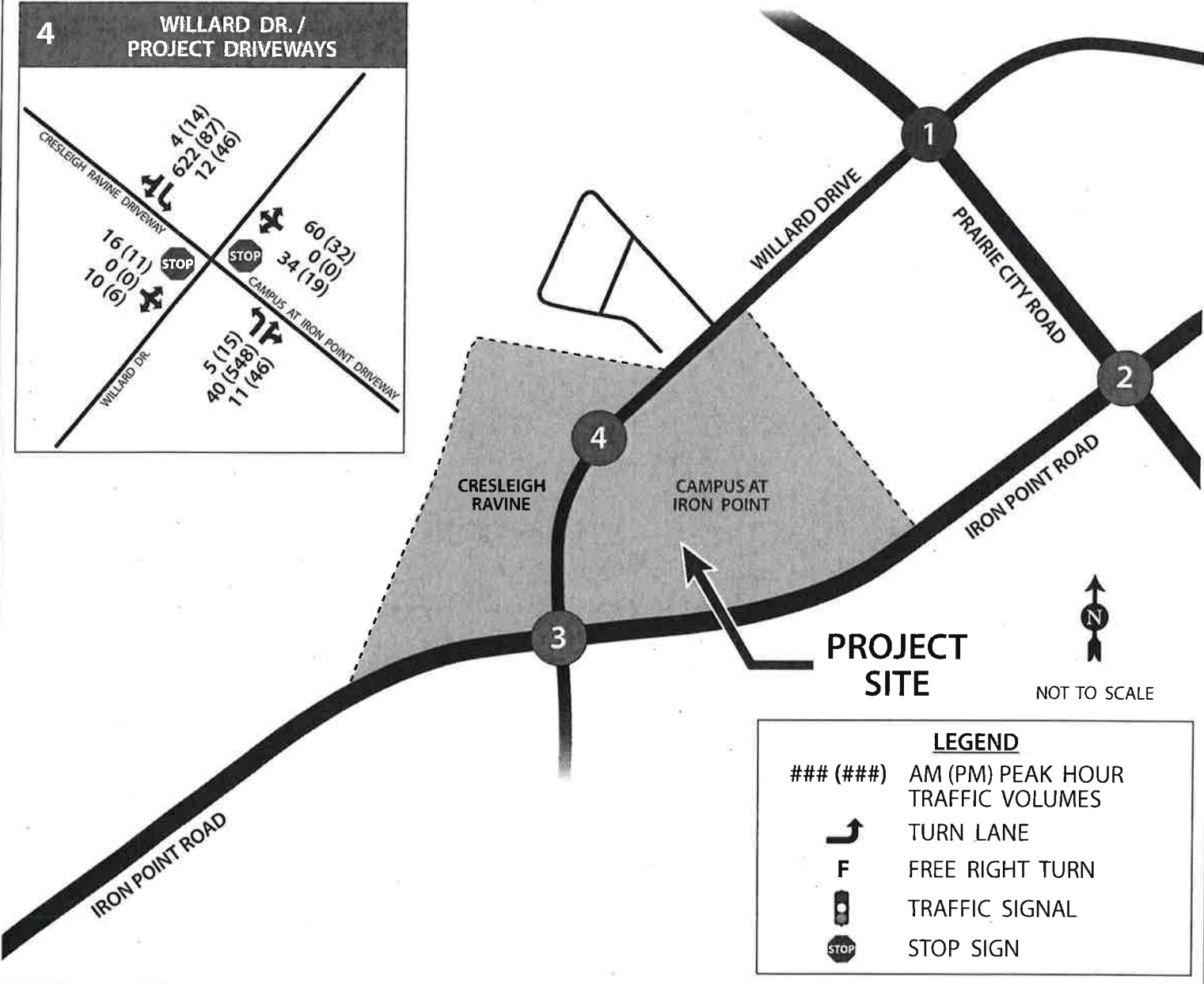
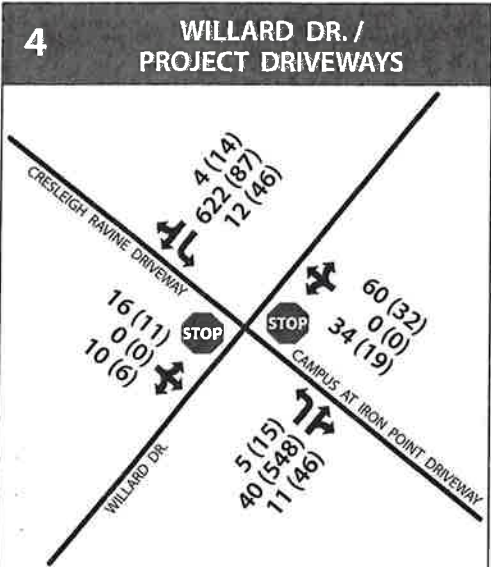
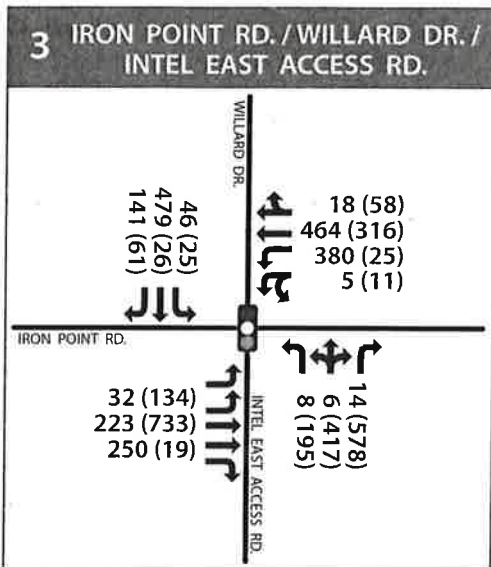
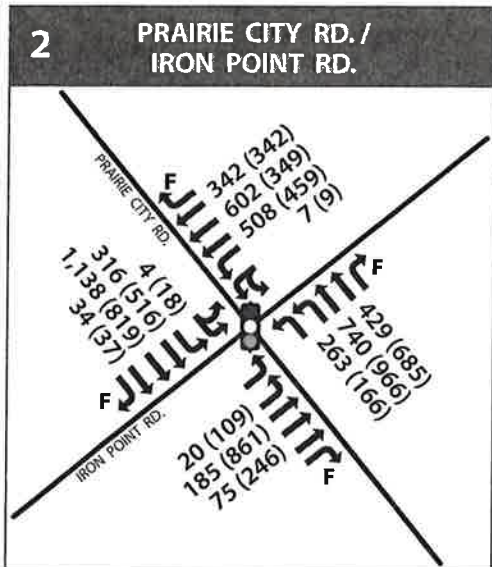
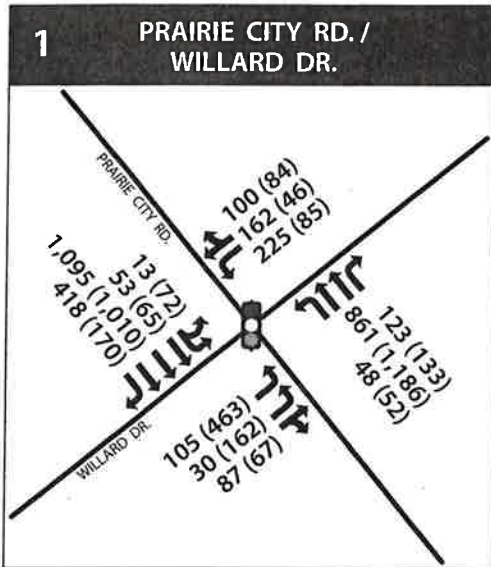
***Trip Distribution***

The geographic distribution of the project-generated traffic was based primarily on existing traffic patterns in the vicinity of the proposed project, as well as information presented in previous traffic studies for nearby projects. As shown on Figure 6, about 30 percent of the project-related trips are expected to be oriented to/from the south on Prairie City Road, while about 28 percent will travel to/from the north. Another 30 percent will head east, with 25 percent on Iron Point Road and 5 percent on Willard Drive. The remaining project traffic will be oriented to the west on Iron Point Road.

***Project Traffic Assignment***

The project-generated peak-hour traffic volumes were added to the “Construction Year No Project” traffic to develop the “Construction Year Plus Project” scenario. Those estimated traffic volumes are shown on Figure 7, which also illustrates the assumed intersection lane configurations.





**LEGEND**

### (###)	AM (PM) PEAK HOUR TRAFFIC VOLUMES
	TURN LANE
	FREE RIGHT TURN
	TRAFFIC SIGNAL
	STOP SIGN

### ***Intersection Level of Service***

Table 8 presents the peak hour levels of service at each study intersection (including the project access locations) under Construction Year Plus Project conditions. Appendix D contains the technical calculation worksheets.

#### **Weekday AM Peak Hour**

In the AM peak hour, addition of the project-generated traffic will cause the estimated delay at each of the study intersection to increase slightly, but no change in level of service is projected. The Willard Drive/Project Driveways location will operate at LOS C, as will the three signal-controlled intersections. Therefore, all of the study locations will conform to the City's level of service policy (i.e., LOS C or better).

Overall, the proposed project's traffic impacts are considered less-than-significant in the AM peak hour under this analysis scenario.

#### **Weekday PM Peak Hour**

In the PM peak hour, the project-generated traffic will again result in a slight increase in the estimated delay value at the study intersections, but no change in level of service. Although the intersection of Prairie City Road/Iron Point Road will continue to operate at an unacceptable LOS D, the project-related delay increment is estimated to be 1.4 seconds per vehicle, which is less than the threshold defining a significant impact (i.e., 5.0 seconds per vehicle). The level of service at the project driveways intersection (LOS C) will also be acceptable under City of Folsom policy.

As in the AM peak hour, the project-related impact is considered less than significant at the study locations in the PM peak hour.

### ***Mitigation Measures***

The signalized study intersection of Prairie City Road/Iron Point Road will operate at worse than LOS C in the PM peak hour, both with and without addition of the project-generated traffic. However, the project-related incremental increase in average intersection delay will be less than five seconds per vehicle, which is the significance criterion established by the City for locations that fall short of the City's LOS C goal under "no project" conditions. Therefore, the project's impact is less than significant and no off-site mitigation measures are needed at this signalized intersection in conjunction with the proposed project.

The STOP-sign-controlled project access intersection will operate at LOS C in both peak hours upon completion of the project. This conforms to the City's level of service policy.

Consequently, the project's traffic impacts are less than significant in the anticipated construction year, and no mitigation measures are recommended.



**Table 8  
Level of Service Summary<sup>1</sup>  
Construction Year Plus Project Conditions**

Intersection	Traffic Control	Weekday AM Peak Hour				Weekday PM Peak Hour			
		Construction Year No Project		Construction Year + Project		Construction Year No Project		Construction Year + Project	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS	Delay	LOS	Delay	LOS
Prairie City Rd./Willard Dr.	Signal	20.0	C	21.4	C	27.2	C	28.2	C
Prairie City Rd./Iron Point Rd.	Signal	24.2	C	24.6	C	41.4 <sup>4</sup>	D	42.8	D
Iron Point Rd./Willard Dr./Intel East Access Rd. <sup>6</sup>	Signal	23.1	C	23.2	C	27.7	C	28.1	C
Willard Dr./Project Driveways	STOP-Sign <sup>5</sup>	N.A. <sup>6</sup>	N.A.	16.9	C	N.A.	N.A.	16.7	C

Notes:

- <sup>1</sup> Reference: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010 and TRB, *Highway Capacity Manual*, 2000.
- <sup>2</sup> Average control delay (seconds per vehicle).
- <sup>3</sup> Level of service.
- <sup>4</sup> Shaded cell denotes unacceptable level of service.
- <sup>5</sup> Worst-case minor movement delay shown for STOP-sign-controlled intersection.
- <sup>6</sup> Not applicable. Intersection does not exist under "no project" conditions.

## **CUMULATIVE CONDITIONS ANALYSIS**

This section describes the results of the analysis of study area traffic operations under cumulative conditions in the weekday AM and PM peak hours. This analysis reflects the level of development anticipated throughout the City of Folsom, including the Folsom Sphere of Influence (SOI) annexation area and the entire Sacramento region, through the year 2035. The traffic volume projections were based on the SACMET travel demand forecasting model developed and maintained by the Sacramento Area Council of Governments (SACOG).

Analyses are presented for two scenarios: Cumulative No Project conditions and Cumulative Plus Project conditions, reflecting the addition of the traffic generated by the proposed project to the “no project” volumes. To ensure consistency with other ongoing or recently-conducted traffic analyses in Folsom, the future year traffic forecasts employed in this analysis are based on information developed in connection with the traffic analysis for the SOI annexation process. That traffic analysis is presented in the environmental documentation for the annexation project. (Reference: AECOM and RMC Water and Environmental, *Public Draft EIR/EIS – Folsom South of U.S. 50 Specific Plan Project*, June 2010.)

### ***Planned Roadway Improvements***

Between now and the year 2035, a variety of major transportation system improvements will be implemented in the Folsom area. These improvements, which are reflected in the future year traffic forecasts used in this analysis, include the following:

- Construction of a new interchange at U.S. Highway 50/Oak Avenue Parkway,
- Construction of the U.S. Highway 50/Empire Ranch Road interchange,
- Addition of the third through lane in both directions on Iron Point Road (where necessary), and
- Addition of a third through lane in each direction on East Bidwell Street (where necessary).

In addition, the traffic projections reflect completion of all roadway system improvements within the Folsom Plan Area Specific Plan, as well as the regional transportation system improvements identified in the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The planned construction of the new freeway interchange at Oak Avenue Parkway will alter traffic flow patterns in the study area, as traffic will be shifted away from the Prairie City Road interchange with U.S. Highway 50. This shift in traffic will be reflected in reduced traffic volumes at the Prairie City Road/Iron Point Road intersection and, to a lesser degree, other study intersections.

Although the SOI traffic analysis assumed a third northbound through lane at the intersection of Prairie City Road/Iron Point Road, communication with the City Traffic Engineer revealed that no road improvements are programmed in the study area at this time. Consequently, that additional lane was not included in the analysis presented here. This results in a conservative analysis of traffic operations in the study area.

### ***Land Use Forecasts***

The travel demand forecasts developed for the Folsom SOI project, which serve as the basis for the future traffic volumes used in this analysis, assumed the following land uses in the 3,584-acre SOI area:

- 11,340 - 14,630 residential dwelling units,
- 295 acres of office/business/professional and retail/commercial uses,
- 297 acres of schools and City parks, and
- 1,075 acres of open space.

In addition, the future year land use estimates for the Sacramento region included in the SACMET travel demand forecasting model were assumed.

### ***Cumulative (2035) No Project Conditions***

The year 2035 traffic volumes for Cumulative No Project conditions were derived from traffic forecasts developed as part of the Folsom SOI project. Because the SOI traffic projections were not prepared on a city-wide basis, that information was used to develop a growth factor, which was applied to the roadway system in the vicinity of the project site. Specifically, the traffic volume projections for the intersection of Prairie City Road/Iron Point Road were compared to the existing traffic volume at that location (as documented in the SOI analysis). This comparison revealed an average growth rate at that intersection of approximately 0.8 – 0.9 percent per year. For this analysis, an average annual growth rate of 1.0 percent per year was applied, representing total traffic growth of 20 percent through the year 2035. This growth factor was applied to the existing peak-hour turning movement volumes at the study intersections to estimate the year 2035 traffic volumes. The approach used to estimate cumulative conditions traffic volumes at the study intersections is believed to represent a conservative methodology.

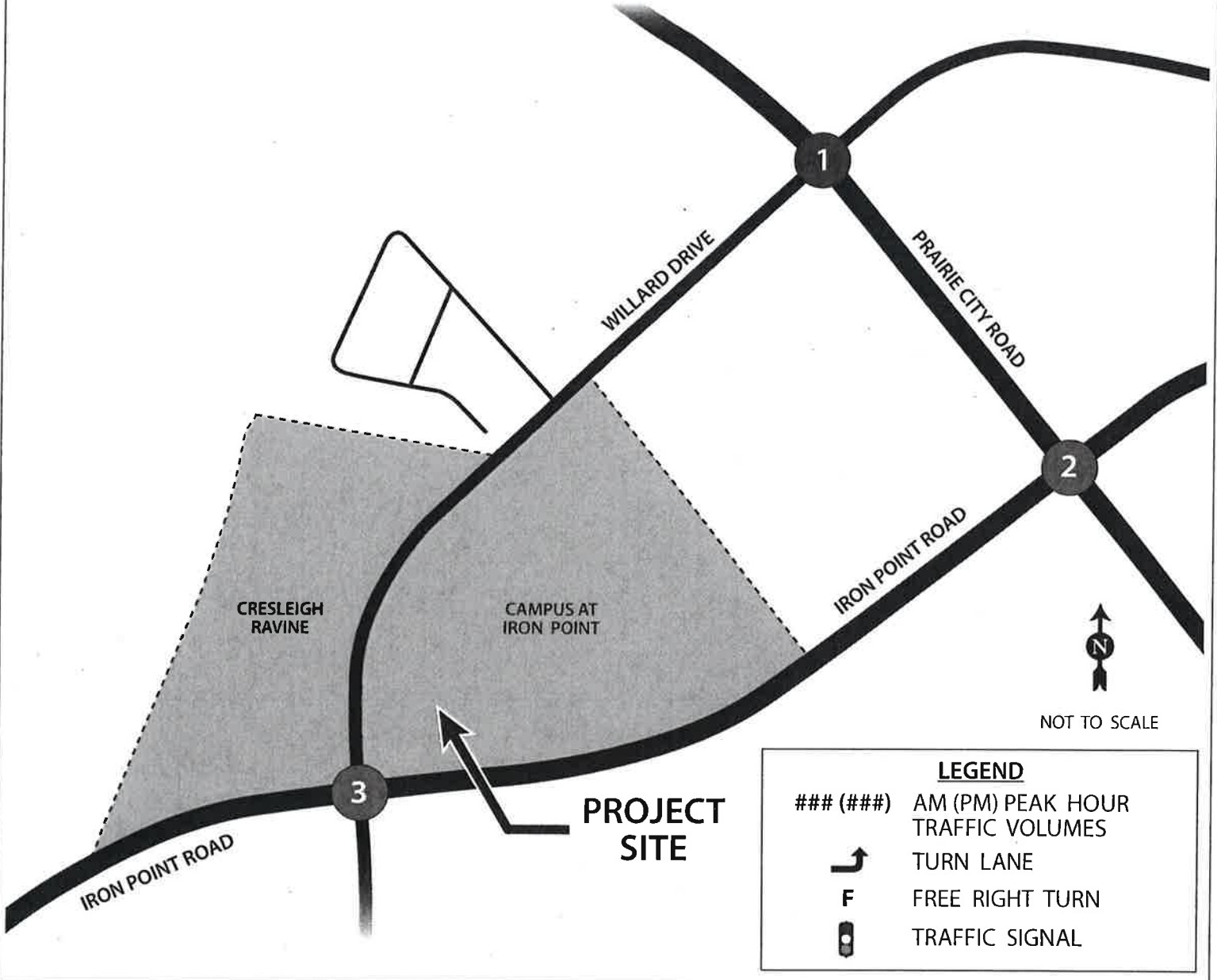
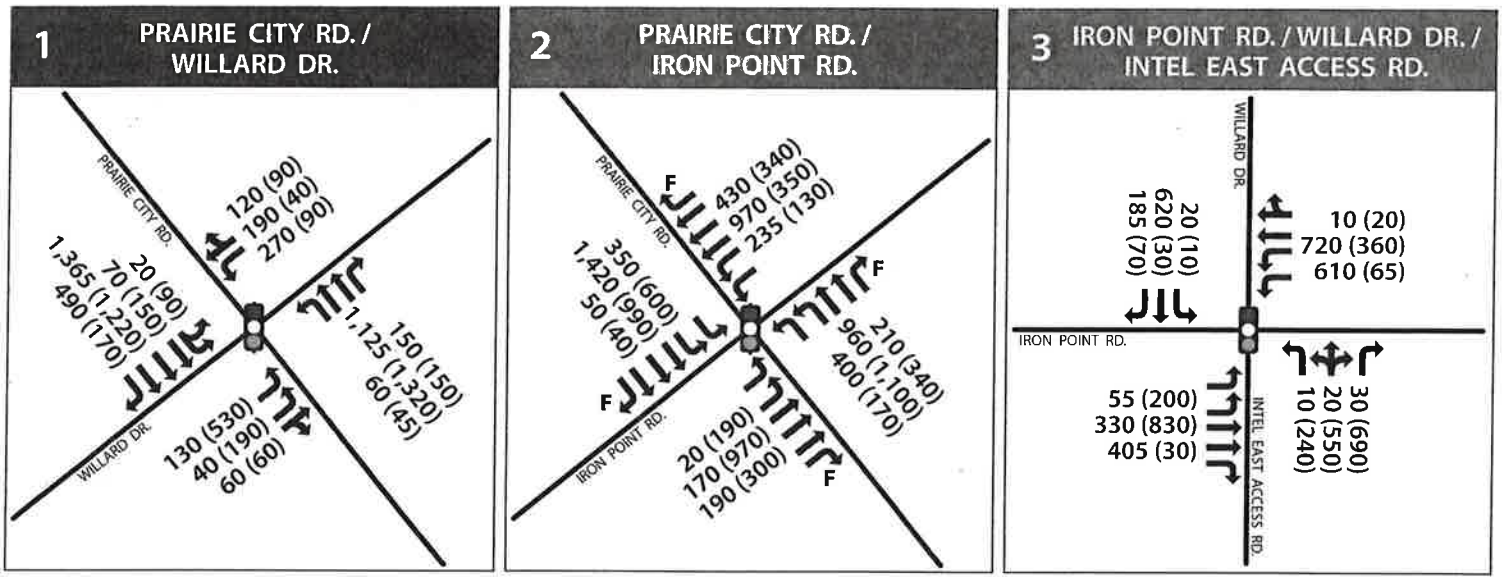
Figure 8 illustrates the Cumulative No Project peak hour traffic volumes derived for this study. Also shown are the intersection lane configurations assumed for year 2035 conditions; based on input from City staff, no intersection improvements are assumed.

### ***Intersection Level of Service***

Table 9 summarizes the AM and PM peak hour intersection level of service results for Cumulative No Project conditions. The technical calculation worksheets are presented in Appendix E.

#### ***Weekday AM Peak Hour***

The signalized study intersection of Iron Point Road/Willard Drive/Intel East Access Road is projected to fall short of the City's LOS C standard in the AM peak hour under Cumulative No Project conditions. Specifically, LOS D is expected at that location. The other two study intersections are projected to operate at LOS C.



**LEGEND**

### (###) AM (PM) PEAK HOUR TRAFFIC VOLUMES

TURN LANE

FREE RIGHT TURN

TRAFFIC SIGNAL

<b>Table 9 Level of Service Summary<sup>1</sup> Cumulative No Project Conditions</b>					
Intersection	Traffic Control	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS
Prairie City Rd./Willard Dr.	Signal	27.9	C	39.1 <sup>4</sup>	D
Prairie City Rd./Iron Point Rd.	Signal	28.8	C	38.3	D
Iron Point Rd./Willard Dr./Intel East Access Rd.	Signal	39.7	D	43.7	D
Notes: <sup>1</sup> Reference: Transportation Research Board, <i>Highway Capacity Manual</i> , 2000. <sup>2</sup> Average control delay (seconds per vehicle). <sup>3</sup> Level of service. <sup>4</sup> Shaded cell denotes unacceptable level of service.					

*Weekday PM Peak Hour*

In the PM peak hour, all three study intersections are expected to operate at LOS D, thereby failing to conform to the City’s LOS C policy. PM peak-hour traffic operations at Prairie City Road/Iron Point Road benefit somewhat from the assumed construction of the Oak Avenue Parkway interchange on U.S. Highway 50, as the delay values are slightly better than under construction year conditions.

***Cumulative (2035) Plus Project Conditions***

The following sections address the effects of adding the project-generated traffic to the Cumulative No Project volumes derived above.

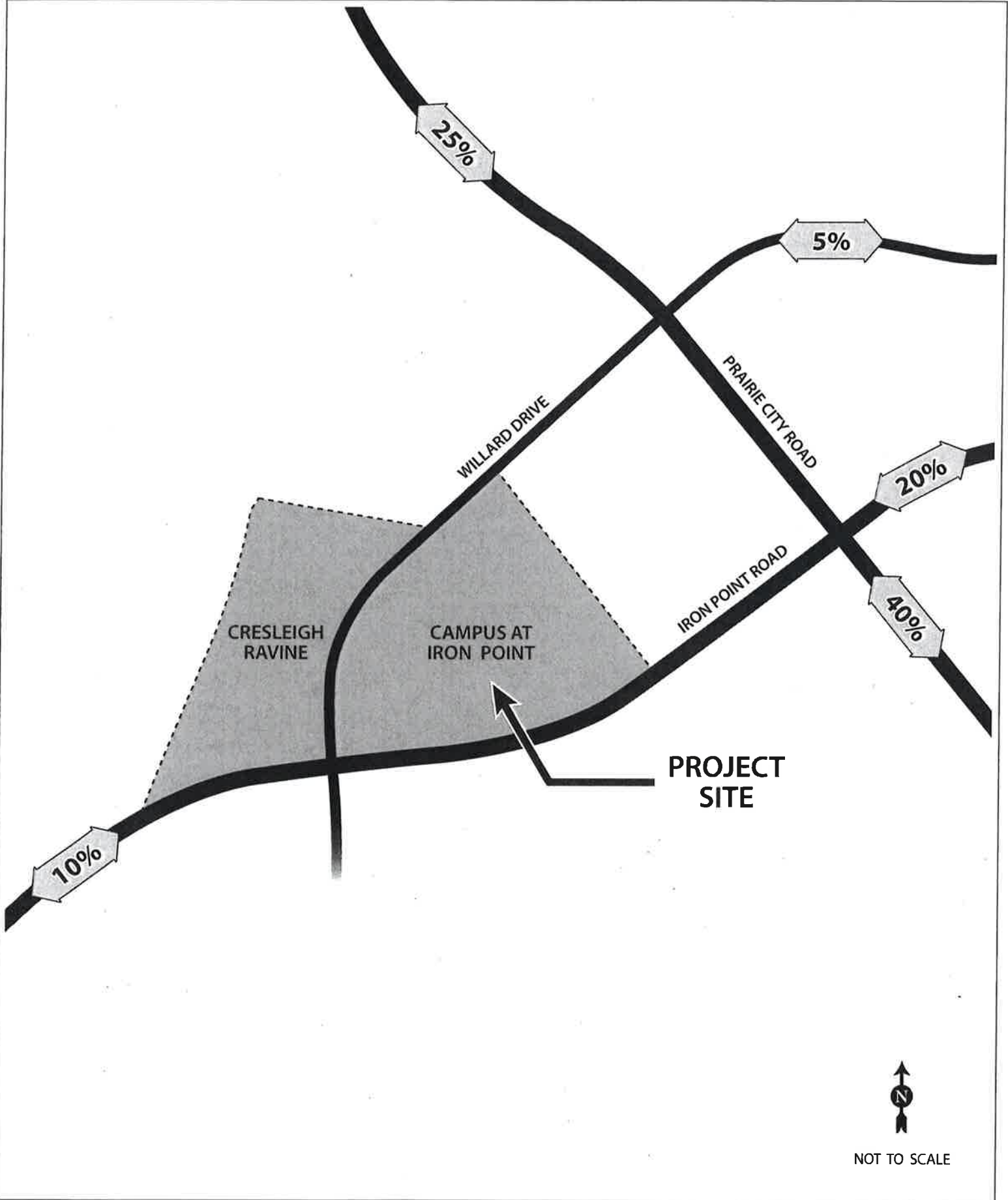
*Project Trip Generation*

As described in the “construction year” conditions section, the proposed project is expected to generate 152 AM peak hour trips (32 inbound and 120 outbound) and 189 PM peak hour trips (121 inbound and 68 outbound).

*Project Trip Distribution*

The long-term geographic distribution of the project-generated traffic was evaluated to determine whether the orientation of those trips would change over time and, therefore, differ from what was assumed for “construction year” conditions. Based on that evaluation, it was determined that implementation of the SOI land uses and the future roadway network would alter the project’s trip distribution to some degree. The trip distribution illustrated on Figure 9 was applied to the analysis of cumulative conditions. As shown there, an additional 10 percent of project traffic is expected to be oriented to/from the south on Prairie City Road, with slightly lower percentages in the other directions.





### Intersection Traffic Volumes

Using the project trip generation and trip distribution information described above, the project-related trips were assigned to the future road network and added to the Cumulative No Project volumes. The Cumulative Plus Project traffic volumes for the weekday AM and PM peak hours are illustrated on Figure 10.

### Intersection Level of Service

Table 10 presents the results of the intersection level of service analysis for the Cumulative Plus Project scenario. Appendix F contains the level of service calculation worksheets.

#### *Weekday AM Peak Hour*

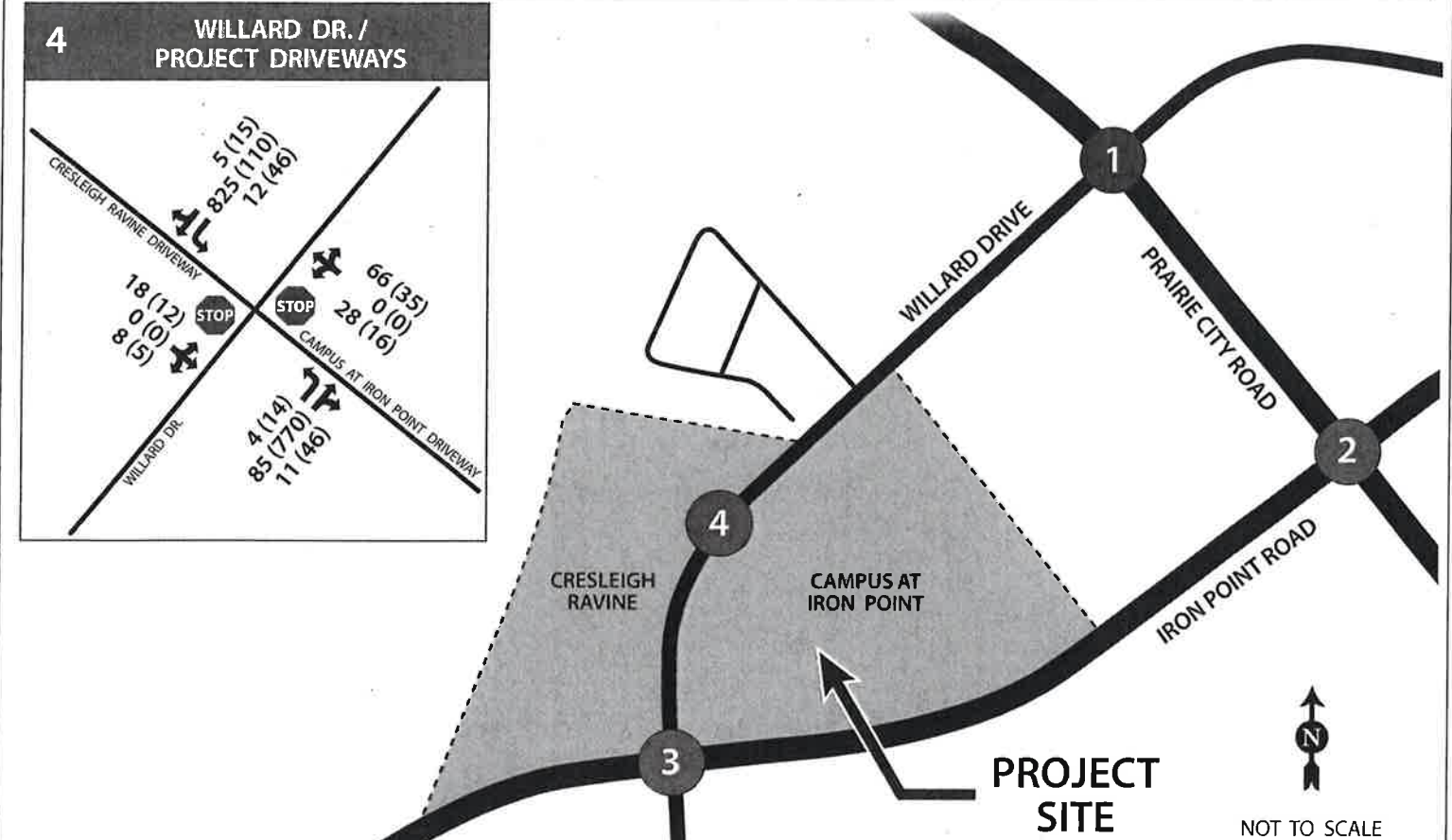
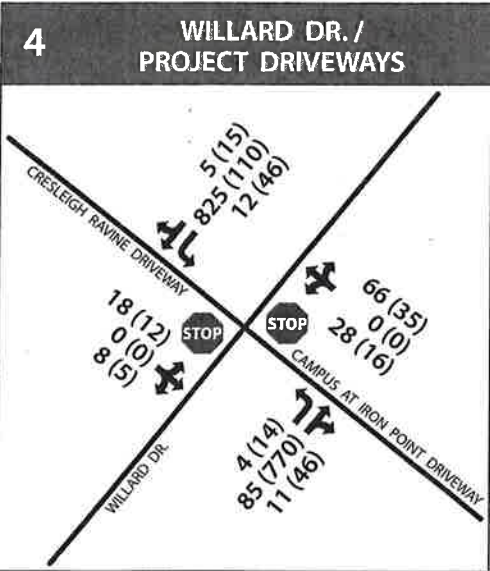
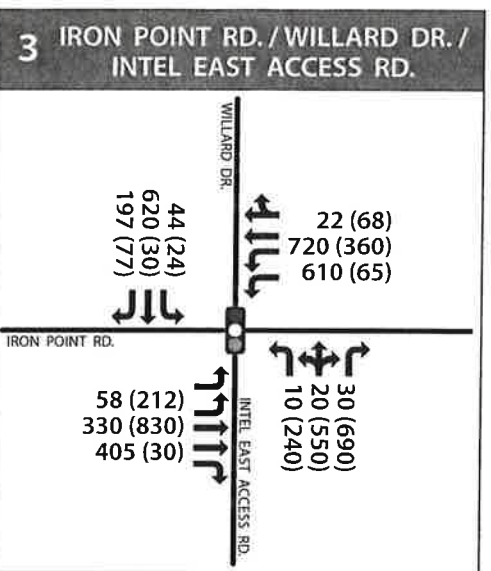
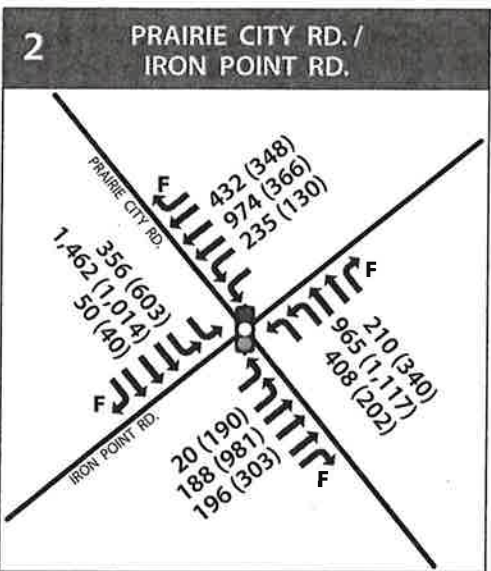
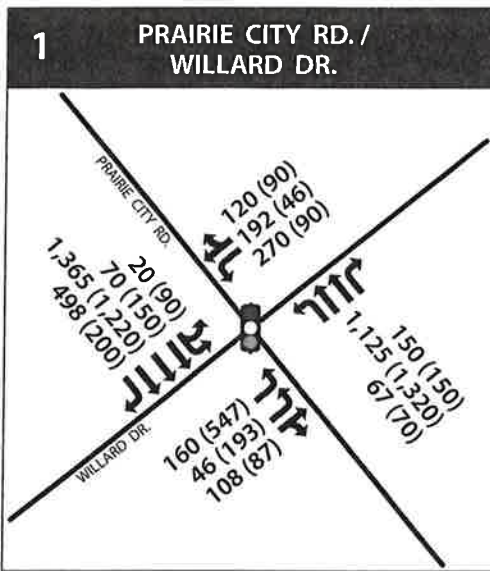
As under Cumulative No Project conditions, the Iron Point Road/Willard Drive/Intel East Access Road study intersection will fail to meet the City's LOS C policy; it is projected to operate at LOS D, the same as under "no project" conditions. The incremental increase in delay attributable to project-generated traffic is 0.5 seconds per vehicle, which is substantially less than the City's significance threshold under such circumstances (i.e., five seconds per vehicle). The other study intersections (including the project access intersection) will be at an acceptable LOS C. Therefore, the project's impact is considered less than significant.

#### *Weekday PM Peak Hour*

Addition of the project-generated traffic in the weekday PM peak hour would result in relatively small increases in intersection delay at each of the study intersections. Although the projected levels of service at all three signal-controlled intersections are worse than LOS C, the project-related delay increases at each location are less than the City's significance threshold of five seconds per vehicle. The Willard Drive/Project Driveways intersection will again operate at an acceptable level of service (LOS C). Therefore, the project's impact is again considered less than significant.

### Mitigation Measures

As described above, in both peak-hour periods, the Cresleigh Ravine/Campus at Iron Point project is expected to result in less-than-significant impacts to traffic operations at the study intersection under cumulative conditions. Although three study intersections are projected to fail to conform to the City's level of service standard, the incremental increase in delay at each location is less than the significance threshold of five seconds per vehicle. The project access intersection will operate at an acceptable level of service. Therefore, no off-site mitigation measures are recommended.



**LEGEND**

### (###) AM (PM) PEAK HOUR TRAFFIC VOLUMES

TURN LANE

FREE RIGHT TURN

TRAFFIC SIGNAL

STOP SIGN

**Table 10**  
**Level of Service Summary<sup>1</sup>**  
**Cumulative Plus Project Conditions**

Intersection	Traffic Control	Weekday AM Peak Hour				Weekday PM Peak Hour			
		Cumulative No Project		Cumulative + Project		Cumulative No Project		Cumulative + Project	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay	LOS	Delay	LOS	Delay	LOS
Prairie City Rd./Willard Dr.	Signal	27.9	C	29.0	C	39.1 <sup>4</sup>	D	42.2	D
Prairie City Rd./Iron Point Rd.	Signal	28.8	C	29.6	C	38.3	D	39.7	D
Iron Point Rd./Willard Dr./Intel East Access Rd.	Signal	39.7	D	40.2	D	43.7	D	44.1	D
Willard Dr./Project Driveways	STOP-Sign <sup>5</sup>	N.A. <sup>6</sup>	N.A.	24.6	C	N.A.	N.A.	24.9	C

Notes:

- <sup>1</sup> Reference: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010 and TRB, *Highway Capacity Manual*, 2000.
- <sup>2</sup> Average control delay (seconds per vehicle).
- <sup>3</sup> Level of service.
- <sup>4</sup> Shaded cell denotes unacceptable level of service.
- <sup>5</sup> Worst-case minor movement delay shown for STOP-sign-controlled intersections.
- <sup>6</sup> Not applicable. Intersection does not exist under "no project" conditions.



## **PROJECT ACCESS AND CIRCULATION ANALYSIS**

This section describes the analysis of the proposed project's vehicular access system. As described earlier, each component of the proposed project will be served by a driveway on Willard Drive. The evaluation of the proposed access system is described in detail below.

### ***Access Driveways***

As shown earlier on Figure 2, two vehicular access driveways are proposed to serve the overall project, one on each side of Willard Drive. The driveways would be located approximately 560 feet from the north edge of Iron Point Road.

*Cresleigh Ravine Driveway* – The Cresleigh Ravine Driveway would provide full access (i.e., all turning movements would be allowed). Traffic exiting the project at this location would be controlled by a STOP sign.

*Campus at Iron Point Driveway* – This driveway would align with the Cresleigh Ravine driveway. Like that driveway, it is proposed to allow full access (i.e., all turning movements) and outbound traffic will be STOP-sign-controlled.

In addition, gated emergency-vehicle-access (EVA) points are proposed at both project components. At Cresleigh Ravine, it would be located on Willard Drive near the middle of the project's street frontage. At Campus at Iron Point, the EVA would be located on Iron Point Road at the southeastern corner of the project site.

### ***Access Analysis***

Using the Cumulative Plus Project traffic volumes, analyses were performed to address the operation and configuration of the proposed project access points. Those analyses addressed:

- Turn restrictions,
- Right-turn deceleration lanes or tapers,
- Sight distance,
- Driveway traffic control (i.e., signal or STOP-sign control),
- Minimum recommended throat depth, and
- Inbound queue at gated entrance – Campus at Iron Point

### **Turn Restrictions**

Unsignalized driveways may be subject to restrictions on certain turning movements, based on City of Folsom policies. In this case, Willard Drive is well-suited to accommodate vehicles entering and exiting the various properties along its length. None of the existing driveways along Willard Drive near the project site have turn restrictions. Left turns entering both projects would be facilitated by the existing center left-turn lane. Given the relatively low volume of traffic directly associated with the proposed project, the level of service analysis shows that delays associated with turning vehicles at the driveways will be reasonably low (LOS C at both driveways in both time frames) and no safety issues are anticipated. Therefore, no turn restrictions are recommended at the project driveways.



*Right-Turn Deceleration Lanes or Tapers*

Although the City of Folsom has developed guidelines for consideration of the need for right-turn deceleration lanes or tapers at private driveways on roads with travel speeds of 45 miles per hour or greater, no such parameters exist for lower speed streets such as Willard Drive. Field observations revealed that right-turn lanes are not provided at any of the existing driveways along the segment of Willard Drive west of Prairie City Road, although right-turn tapers exist at the two of the driveways on the north side of the street, east of the project site. The maximum right-turn volume projected at the two project driveways is 46 vehicles per hour (in the PM peak hour at Campus at Iron Point). Given this relatively low demand and other observed conditions along Willard Drive, no right-turn lanes or tapers are recommended at the project driveways.

*Sight Distance*

To ensure that drivers will be able to enter and exit the site safely, a stopping sight distance analysis was conducted at the proposed driveway locations using information provided in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2011).

Willard Drive has a posted speed limit of 35 MPH. Furthermore, the most recent radar speed survey conducted for the City on Willard Drive (September 2010) indicated that the 85<sup>th</sup>-percentile speed was 41 MPH (i.e., 85 percent of drivers were traveling at or below 41 MPH) and the average speed was 36 MPH. Based on criteria established in the AASHTO document, a 35 MPH travel speed calls for 250 feet of clear stopping sight distance. To account for those drivers who are exceeding the 35 MPH speed limit, a design value of 305 feet, the stopping sight distance value for 40 MPH, was used in his evaluation.

Field investigations at the proposed access locations revealed the following findings:

- Cresleigh Ravine Driveway – Looking east, drivers will be able to see just beyond Ferry Circle, over 400 feet away. To the east, well over 305 feet of clear sight distance will be available. Thus, more than adequate sight distance is available in both directions from this driveway.
- Campus at Iron Point Driveway – To the east, drivers exiting the site will have adequate sight distance, as they will be able to see past Ferry Circle, which is about 400 feet away. Looking west from this driveway, just over 305 feet of clear visibility exists, but care must be taken to avoid blocking sight lines on the inside of the curve on Willard Drive.

Based on the field observations, adequate sight distance is expected to be available to allow safe operation of the project driveways, although landscape materials on the inside of the Willard Drive curve (west of the Campus at Iron Point driveway) must be kept low to avoid blocking sight lines.

*Driveway Traffic Control*

Both project driveways are proposed to be controlled by a STOP sign on the outbound approach. To determine whether this form of traffic control will be adequate to meet the needs of motorists traveling to and from the project, an analysis of the potential for signalization of the driveways was performed. The need for installation of a traffic signal at a given location is judged relative to a defined set of

traffic signal “warrants.” The current signal warrants are documented in “Part 4 – Highway Traffic Signals” of the *California Manual on Uniform Traffic Control Devices 2012* (Caltrans, November 7, 2014). Nine such warrants have been defined in this latest revision of the California MUTCD, although not all warrants are relevant to each case. This analysis was conducted using Warrant 3, the “Peak Hour” signal warrant.

Because of the relatively low volume of traffic to be generated by the proposed project, neither of the driveways will have sufficient traffic under any analysis scenario to meet the minimum requirements for consideration of traffic signal installation. In addition, the driveway intersection is located less than 600 feet from the signalized Iron Point Road/Willard Drive/Intel East Access Road intersection. That distance is substantially less than the City’s minimum preferred signal spacing of 1,000 feet.

Therefore, exiting traffic at both project driveways should be controlled by a STOP sign, with free-flowing traffic on Willard Drive. This is consistent with other private driveways in the vicinity of the project.

#### Minimum Recommended Throat Depth

The minimum recommended throat depth (MRTD) for outbound traffic under “Cumulative Plus Project” conditions was estimated at both proposed project driveways. Adequate throat depth is necessary on the internal roadways to provide enough stacking distance for exiting vehicles so that the first on-site driveway or cross street is not blocked. This minimizes the possibility of entering vehicles queuing back onto Willard Drive.

An analysis was conducted to determine the expected “95<sup>th</sup>-percentile” queue length (i.e., there is a 95 percent probability that the actual queue at the driveway will be equal to or shorter than the projected queue). The MRTD was derived from the *Highway Capacity Manual* intersection capacity calculations.

The analysis indicated that 25 feet (i.e., one vehicle) of throat depth will be needed at each driveway in the AM and PM peak hours. The project site plans show that adequate throat depth is provided at both driveways.

#### Inbound Queue at Gated Entrance – Campus at Iron Point

The Campus at Iron Point portion of the proposed project will have a gated entrance on the south side of Willard Drive. The gate is set back approximately 45 – 50 feet (i.e., about two vehicle-lengths) from the edge of Willard Drive.

The inbound queue length at that project access point was calculated using the methodology accepted by the City of Folsom. The primary intent of this analysis is to ensure that inbound vehicles have enough stacking distance at the project’s entrance gate, to minimize the probability that those vehicles will queue back onto Willard Drive. In the AM peak hour, the entry gate layout is expected to be adequate to accommodate the estimated queue lengths at a 95 percent level of confidence. In the PM peak hour, the inbound queue length is projected to be two vehicles or less (at a 95 percent confidence level) as long as the gate fully opens to allow entry in less than 15 seconds. If the gate requires more than 15 seconds to admit a waiting vehicle, the queue will exceed two vehicles and it will extend into

Willard Drive, potentially creating a safety hazard. Note that these results assume that a separate entry lane is provided for visitors needing to contact a resident or enter a numerical code to gain access.

Although it is likely that adequate queuing area will be available under most circumstances, it is recommended that an added margin of safety be created by implementing the following three measures:

- Have the gates open inward, away from Willard Drive to conform to City of Folsom requirements.
- Leave the gates open during the AM and PM peak periods (i.e., 7:00 – 9:00 AM and 4:00 – 6:00 PM). At a minimum, this would apply to the inbound gate, although it is recommended that both gates (inbound and outbound) be left open during these periods.
- Residents of the project should be issued remote transmitters to allow them to open the entry gates without needing to stop to enter a code in the keypad at each entrance.

With implementation of these recommendations, there is a high level of certainty that the gated project entrance will be adequate to accommodate the projected queue lengths in the peak hours, so traffic is unlikely to back up into Willard Drive.

#### *Pedestrian Safety*

Potential pedestrian safety issues that might arise in connection with the proposed residential project were also considered. Along the east and south sides of Willard Drive (i.e., along the Campus at Iron Point frontage), a seven-foot-wide sidewalk already exists. That sidewalk extends all the way from Iron Point Road to Prairie City Road. No sidewalk is present on Willard Drive along the Cresleigh Ravine project's frontage, although a sidewalk exists to the east of the project site. On Iron Point Road, a sidewalk exists west of Willard Drive (i.e., at Cresleigh Ravine), but not east of Willard Drive (i.e., at Campus at Iron Point).

As shown on the project site plans, the project proposes to construct new sidewalks to fill in the gaps described above on both Willard Drive and Iron Point Road. These amenities will safely serve the needs of pedestrians in that area.

#### *Bicycle Safety*

On-street ("Class II") bike lanes exist along the project frontage on both Willard Drive (both sides) and Iron Point Road. These lanes should adequately meet the needs of bicyclists in the vicinity of the project, and no additional bicycle facilities are recommended.

#### ***Access System Recommendations***

Key findings and recommendations resulting from the access analysis described above include the following:

- No turn restrictions are necessary at either driveway; full access is appropriate.
- No right-turn lane or taper is recommended at either driveway.
- Both driveways will have adequate sight distance for entering and exiting drivers, although care must be taken to avoid blocking sight lines on the inside of the curve on Willard Drive.

- STOP-sign control should be employed at both project driveways.
- The site plan provides adequate throat depth at both driveways.
- The gated entrance at the Campus at Iron Point project is subject to the following conditions:
  - Have the gates open inward, away from Willard Drive to conform to City of Folsom requirements.
  - Leave the gates open during the AM and PM peak periods (i.e., 7:00 – 9:00 AM and 4:00 – 6:00 PM). At a minimum, this would apply to the inbound gate, although it is recommended that both gates (inbound and outbound) be left open during these periods.
  - Residents of the project should be issued remote transmitters to allow them to open the entry gates without needing to stop to enter a code in the keypad at each entrance.

These findings and recommendations are illustrated on Figure 11.

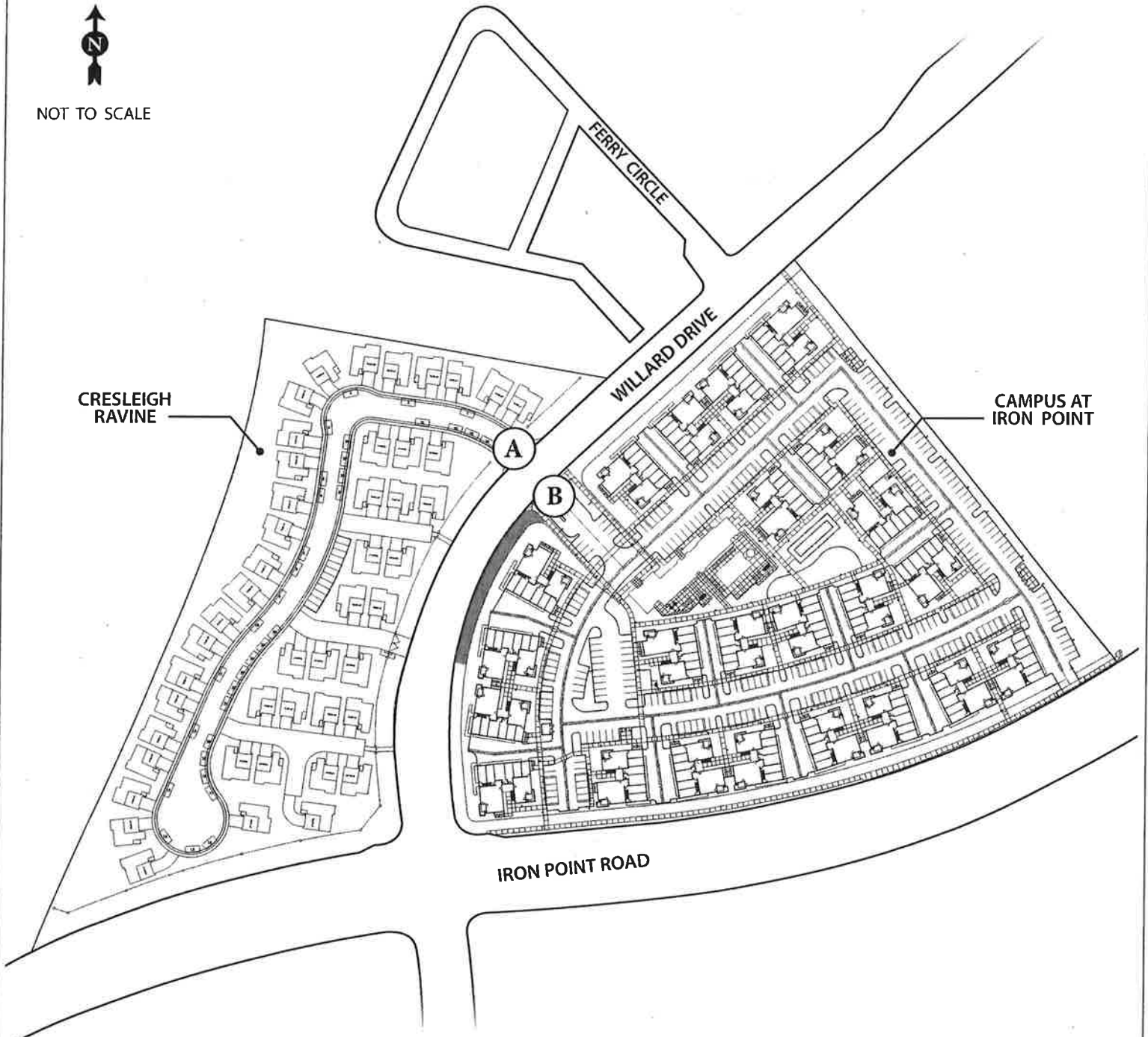
#### ***Transportation System Recommendations***

Figure 12 illustrates the proposed transportation system in the immediate vicinity of the project site, including the proposed sidewalk construction on the north and west side of Willard Drive at the Cresleigh Ravine project and on the north side of Iron Point Road at the Campus at Iron Point project. No other system changes are recommended.





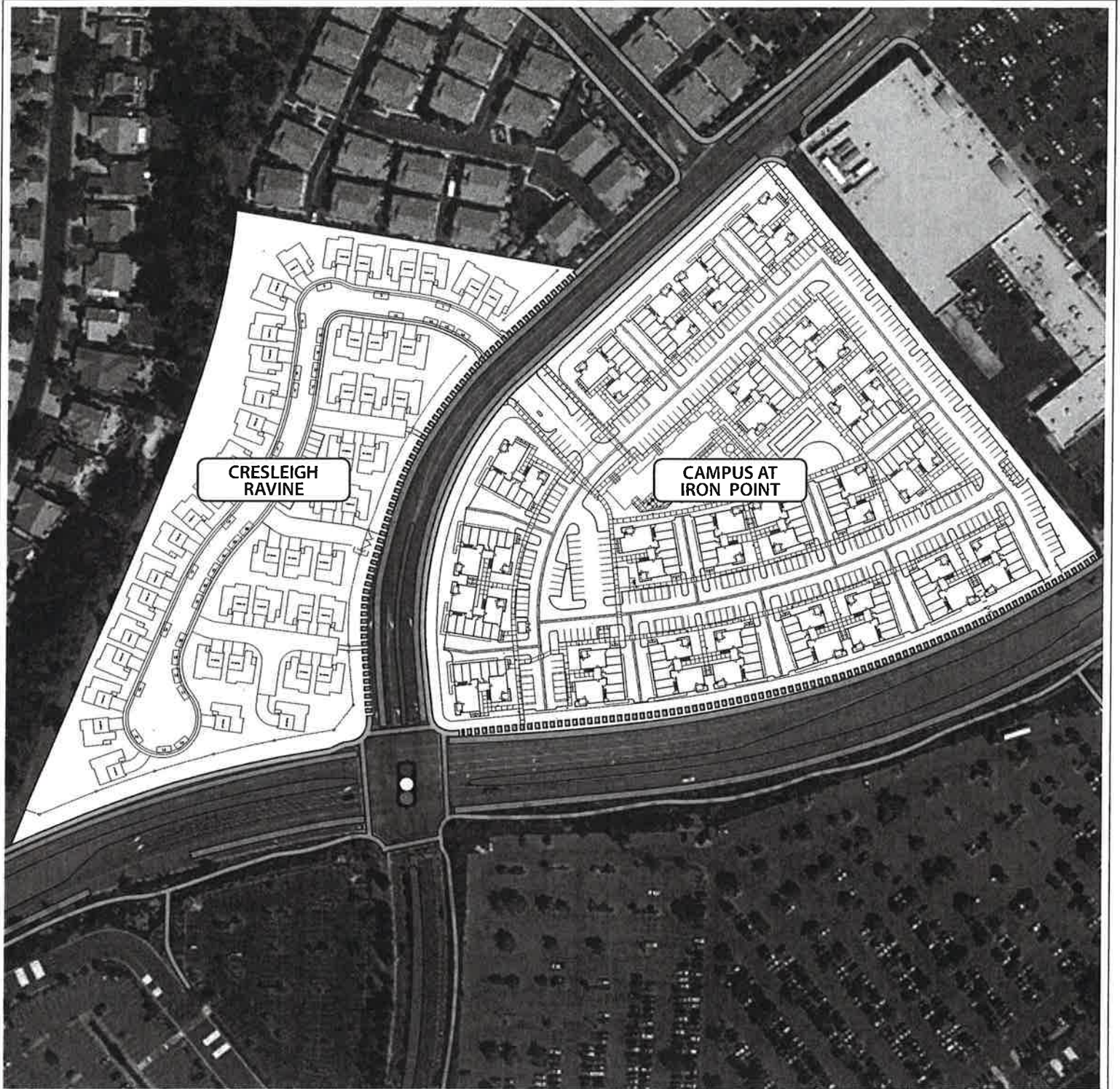
NOT TO SCALE








- A**
- Full access
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK both directions

- B**
- Full access
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK to east
- Keep shaded area clear to ensure adequate sight distance to west (Use only low-growing landscape material)
- Gates should open inward and be left open during peak periods (7:00 - 9:00 AM and 4:00 - 6:00 PM)





**LEGEND**

-  SIDEWALK / CROSSWALK
-  PROPOSED SIDEWALK / CROSSWALK
-  BIKE LANE
-  MEDIAN
-  TRAFFIC SIGNAL



MRO ENGINEERS, INC.  
 660 Auburn Folsom Rd.  
 Suite 201B  
 Auburn, CA 95603  
 Phone (916) 783-3838  
 www.mroengineers.com

**PROPOSED TRANSPORTATION SYSTEM**

**FIGURE 12**

## **PARKING ASSESSMENT**

This section describes an assessment of the amount of parking needed to serve the proposed project. The evaluation presented here is primarily based on requirements established within the *Folsom Municipal Code*, as well as information presented in the current edition of the Institute of Transportation Engineers *Parking Generation* manual. Information concerning parking at other local apartment complexes is also included. Each of the two project components is addressed separately.

### ***Cresleigh Ravine***

#### **Proposed Parking Supply**

The Cresleigh Ravine project proposes to construct a total of 138 parking spaces, including 92 off-street spaces and 46 on-street spaces.

#### **City of Folsom Parking Requirement**

The *Folsom Municipal Code* (Section 17.57.040) requires two off-street parking spaces for each single-family residential unit. In addition, one on-street (guest) parking space is required for each unit. For the proposed 46-unit residential project, 138 parking spaces would be required.

#### **ITE Parking Generation Report**

The Institute of Transportation Engineers has published the *Parking Generation* manual (4<sup>th</sup> Edition, 2010), which addresses the parking demand associated with a variety of land uses. With regard to single-family residential, the manual provides the following information, with the corresponding parking supply value for Cresleigh Ravine shown in parentheses:

- Average peak-period parking demand: 1.83 spaces per unit (equivalent to 84 spaces at Cresleigh Ravine),
- Range of parking demand: 1.33 – 2.17 spaces per unit (61 – 100 spaces at Cresleigh Ravine), and
- 85<sup>th</sup>-percentile parking demand: 2.14 spaces per unit (98 spaces at Cresleigh Ravine).

#### **Conclusion**

The Cresleigh Ravine project proposes to provide parking in conformance with the requirements of the Folsom Municipal Code. Further, the proposed parking supply exceeds even the highest parking demand value documented in the *ITE Parking Generation* manual. Therefore, the project is expected to provide adequate parking to serve the needs of residents and guests.

### ***Campus at Iron Point***

#### **Proposed Parking Supply**

At Campus at Iron Point, a total of 429 parking spaces are proposed, as follows:

- Surface (unassigned): 199 spaces,
- Carports: 92 spaces, and

- Garages: 138 spaces.

Given the proposed 230 multi-family units, this represents an overall parking ratio of 1.87 spaces per unit and, given the mix of unit types proposed, 1.19 spaces per bedroom.

#### City of Folsom Parking Requirement

The *Folsom Municipal Code* (Sections 17.17.100 and 17.57.040) requires 1.5 parking spaces per unit for multi-family developments. Under that standard, the proposed 230-unit project would be required to provide 345 parking spaces.

However, the City's *Design Guidelines for Multi-Family Development* have the following requirements:

- One-bedroom units: 1.5 spaces per unit,
- Two-bedroom units: 1.75 spaces per unit, and
- Three-bedroom units: 2.0 spaces per unit.

In addition, guest parking is required at a rate of 0.2 spaces per unit.

Applying these parking ratios indicates that the proposed project must provide a total of 424 parking spaces, as follows:

- One-bedroom units: 115 units at 1.5 spaces per unit = 173 spaces,
- Two-bedroom units: 101 units at 1.75 spaces per unit = 177 spaces,
- Three-bedroom units: 14 units at 2.0 spaces per unit = 28 spaces, and
- Guest parking: 230 units at 0.2 spaces per unit = 46 spaces.

This represents an overall parking ratio of 1.84 spaces per unit and 1.18 spaces per bedroom.

#### ITE Parking Generation Report

According to data presented in the *ITE Parking Generation* manual, suburban apartment projects have the following characteristics:

- Average peak-period parking demand: 1.23 spaces per unit,
- Range of parking demand: 0.68 – 1.94 spaces per unit, and
- 85<sup>th</sup>-percentile parking demand: 1.54 spaces per unit.

#### Parking at Other Apartment Projects

City of Folsom staff provided information concerning the parking requirements imposed on two other market-rate apartment complexes in Folsom, as follows:

- Sherwood Apartments: 1.8 spaces per unit, and
- Overlook at Blue Ravine: 1.75 spaces per unit.



In both cases, the parking ratio described here was considered to be adequate, based on a lack of complaints addressed to either the city or on-site property managers.

In addition, in connection with the recent approval of the Broadstone Apartments project, the city received a detailed parking analysis that addressed conditions at 24 apartment complexes in the Sacramento region. That document is provided as Appendix G. According to that study:

- Average parking ratio
  - 1.87 spaces per unit
  - 1.10 spaces per bedroom
- Median parking ratio
  - 1.90 spaces per unit
  - 1.08 spaces per bedroom

#### Conclusion

The Campus at Iron Point project proposes to provide parking equivalent to 1.87 spaces per unit and 1.19 spaces per bedroom. These ratios exceed the City of Folsom requirements presented in the *Design Guidelines for Multi-Family Development*. Further, 1.87 spaces per unit exceeds the average and 85<sup>th</sup>-percentile apartment parking demand value documented in the *ITE Parking Generation* manual and is only slightly lower than the highest parking demand value presented there. With regard to the recent analysis of 24 similar apartment projects in the Sacramento region, the proposed parking supply equals the documented average parking supply on a “space per unit” basis and exceeds the average and median values on a “space per bedroom” basis. These factors indicate that the proposed project will provide adequate parking to meet residents’ and visitors’ needs.

#### ***Parking Assessment Conclusion***

As described above, both components of the proposed project will provide on-site parking in excess of City of Folsom requirements. Further, consideration of parking demand data published in other sources also indicates that the projects will have adequate parking.

**APPENDIX G**

**APARTMENT PARKING DEMAND STUDY**



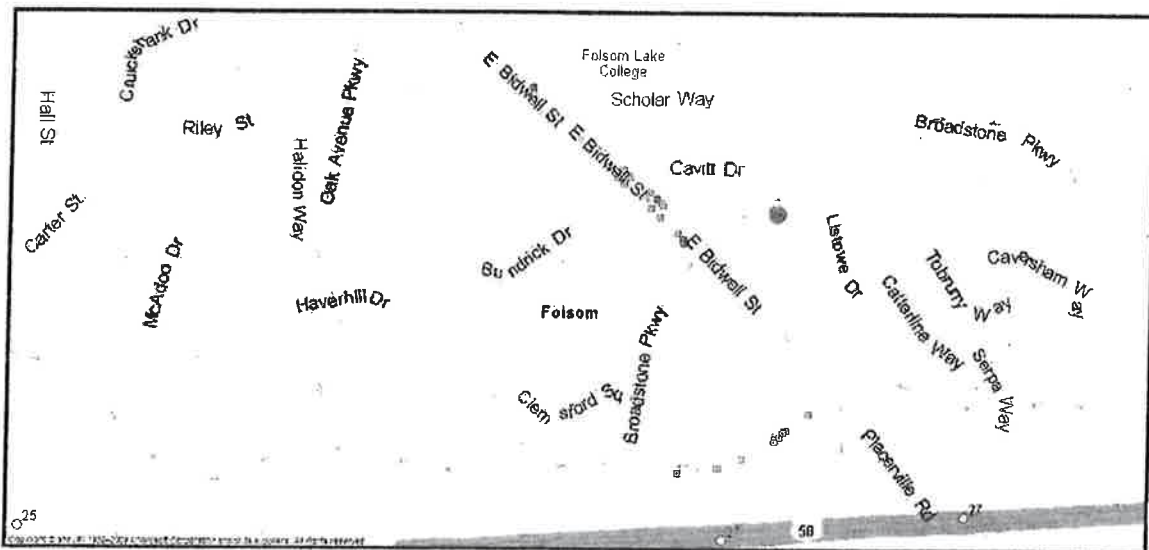
October 18, 2015

Mr. Milo Terzich  
USA PROPERTIES FUND, INC.  
3200 Douglas Boulevard, Suite 200  
Roseville, CA 95661

**RE: PARKING PROVISION – “TALAVERA RIDGE” APARTMENTS, FOLSOM, CA**

Dear Milo:

This report addresses parking considerations for *Talavera Ridge*, a proposed 304-unit conventional apartment project in Folsom, at the corner of Broadstone Parkway and Cavitt Drive, 1.0 mile north of Highway 50.



This Letter Report includes 1) quantitative research on parking ratios for existing apartment projects in the Sacramento Metro area; 2) information on parking adequacy gleaned through interviews with property managers; 3) review of site characteristics that may influence vehicle ownership.

**PROJECT CONCEPT/POSITIONING**

*Talavera Ridge* is a planned 304-unit, three- and four-story apartment building with on-grade parking.

*Talavera Ridge* will contain 54% 1BR units and 46% 2BR units, in six different plans. The project does not contain any 3BR units.

<b>UNIT MIX: TALAVERA RIDGE</b>		
<b>Unit Type</b>	<b># Units</b>	<b>% Units</b>
Jr 1/1	29	10%
1/1	105	35%
1+den/1	30	10%
<b>Total 1BR</b>	<b>164</b>	<b>54%</b>
2/1.75	13	4%
2/1.75	86	28%
2+den/1.75	41	13%
<b>Total 2BR</b>	<b>140</b>	<b>46%</b>
<b>TOTAL</b>	<b>304</b>	<b>100%</b>

The target market for *Talavera Ridge* comprises singles and childless couples (attracted to the site's superb walkability), and some starter families (attracted to the very good schools in Folsom-Cordova Unified, the top-ranked district in the county). By virtue of elevator design and proximity to retail and services, the project may also attract some seniors/move-downs (+10%).

**Parking Provision**

As presently designed, *Talavera Ridge* will have 524 parking spaces, for a ratio of 1.72 spaces per unit and 1.18 spaces per bedroom.

<b>TALAVERA RIDGE</b>		
<b>Parking Type</b>	<b># Parking Spaces</b>	<b>Parking Ratio Per Unit</b>
Garages spaces	71	0.23
Carport	250	0.82
Total covered	321	1.06
Open (surplus, guest, leasing office, vendor)	203	0.67
<b>TOTAL PARKING (a)</b>	<b>524</b>	<b>1.72</b>
# units	304	
# bedrooms	444	
<b>Ratio per bedroom</b>	<b>1.18</b>	
(a) Includes 11 handicap spaces		

The ratio of covered parking is 1.06 spaces per unit.

The project's 71 garages represent the equivalent of 0.23 garage spaces per unit, or one garage for approximately every four units.

### **REGIONAL PARKING STANDARDS – APARTMENTS IN SACRAMENTO METRO**

Our database contains 571 apartment projects in the close-in Sacramento Metro area, defined here as Sacramento, Placer and El Dorado counties.

We drilled down to projects that met all of the following criteria:

- 1) market rate or primarily market rate [two projects with 5% to 15% setasides were included]
- 2) built [planned/proposed projects excluded]
- 3) constructed between 2000 and 2015
- 4) purpose-built as apartments [i.e., not “broken” condos, although projects that are condo mapped are included]
- 5) not mixed-use [i.e., without a retail component creating separate parking needs]
- 6) detailed parking data available, per project approvals, listing packages, architects and/or telephone calls to on-site property management

Exhibit 1 lists 29 projects (6,074 units) that meet the preceding criteria.

The 29 projects represent a cross-section of urban, suburban and semi-suburban locations.

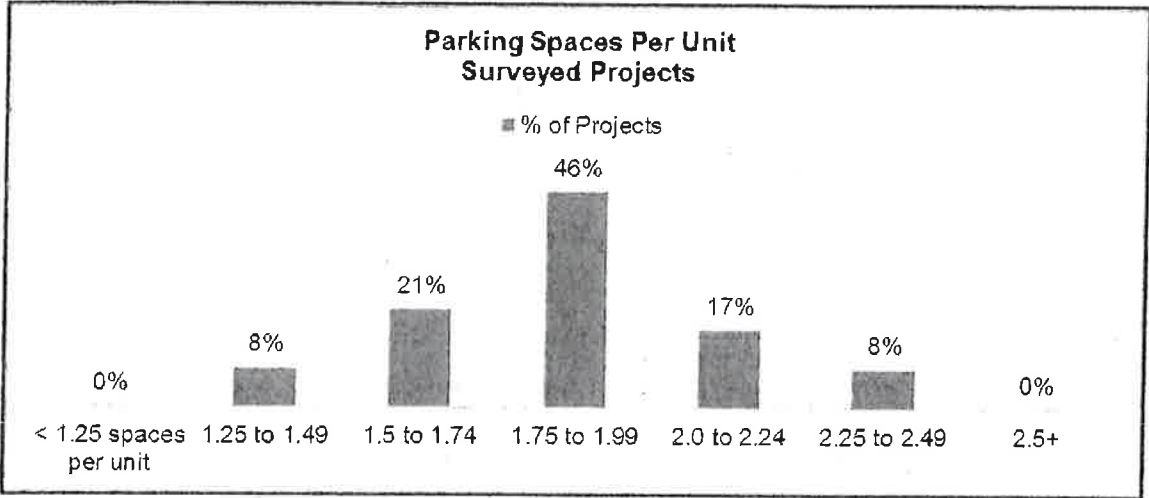
- 24 of the 29 are located in Folsom, El Dorado Hills, Rocklin, Roseville, Elk Grove, Citrus Heights and suburban neighborhoods in the city of Sacramento.
- 5 of the 29 are located in Downtown or Midtown Sacramento. These projects are characterized by higher density and much lower parking ratios (by virtue of proximity to mass transit and employment and different parking requirements in the urban core). **We excluded “Downtown/Midtown” projects from our calculations, to best assess properties in locations comparable to Folsom with respect to development density.**

Exhibit 2 shows parking ratios for the 24 “suburban” projects [exclusive of Downtown/Midtown], ranked in ascending order by parking spaces per unit.

Parking ratios per unit cover a wide range, from 1.28 to 2.45 spaces per unit. This is a function of the following factors:

- 1) Differences in local zoning. More than seven different city, county or PUD jurisdictions are represented among the 24 projects.
- 2) Differences in unit mix. With few exceptions, projects with unit mix concentrated in plans with two or more bedrooms provide more parking spaces than those where 1BR units predominate.
- 3) Differences in parking standards for projects built to condo specs (enabling future condo conversion) as opposed to those designed/approved to function as apartments in perpetuity.
  - Among the 24 projects, the mean (average) parking ratio is 1.87 spaces per unit.
  - The median (midpoint) parking ratio calculates to 1.90 spaces per unit.

The breakdown of parking-space-per-unit ratios among the 24 projects is shown below. Nearly half the projects (46%) are parked between 1.75 and 1.99:1.

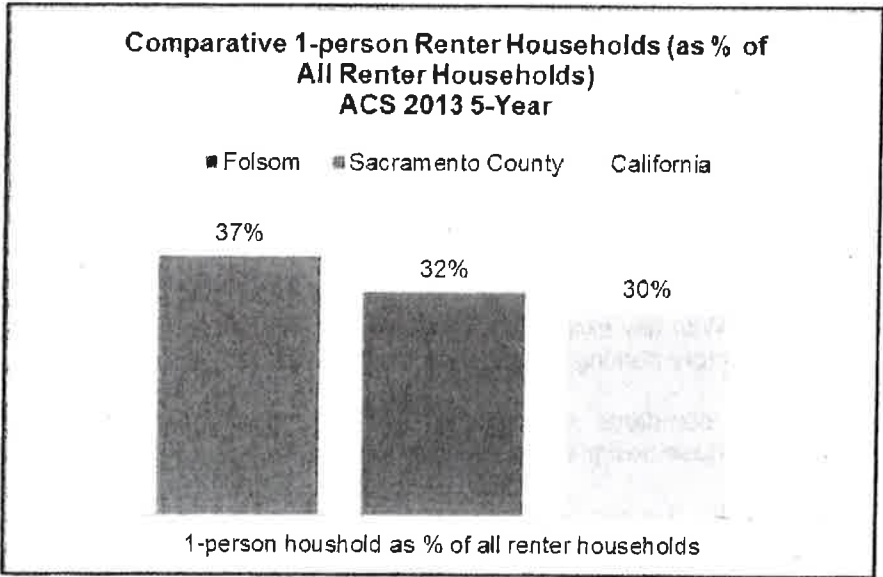


Note that these ratios are calculated against total units in each project, i.e., 100% occupancy. Since most apartments run at 95% to 97% occupancy, 3% to 5% of units are likely to be vacant at any given time, reducing the actual parking need.

As discussed below, parking ratios calculated on a per-unit basis distort the relationship of *Talavera Ridge* to the comparables, due to the dominance of 1BR units in the *Talavera Ridge* unit mix.

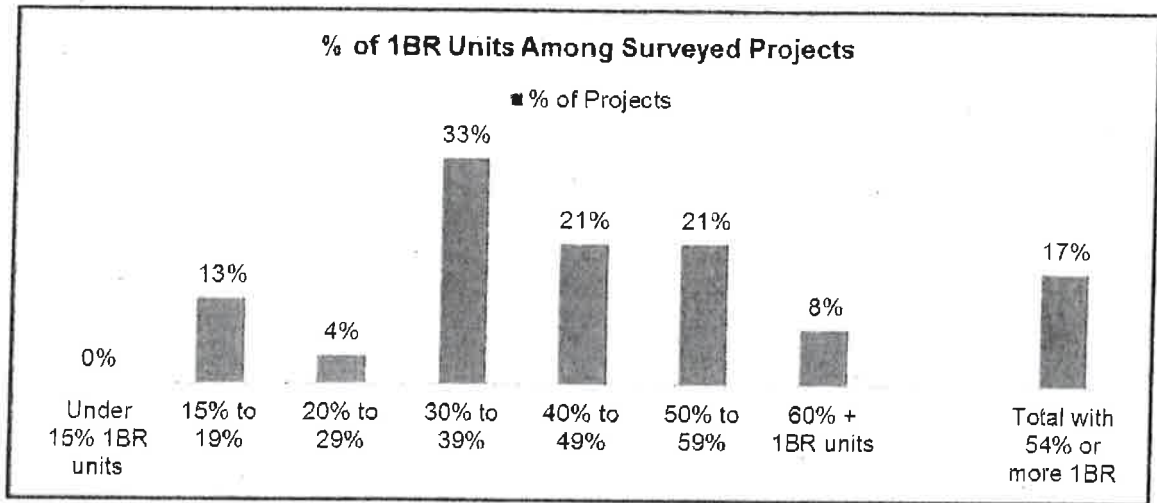
**EFFECTS OF UNIT MIX ON PARKING**

*Talavera Ridge* comprises 164 1BR units, representing 54% of the total unit mix. This is a good fit to local renter demographics, as Folsom has a significantly higher percentage of one-person renter households than either the county or state, as shown below.



The dominance of 1BR units in *Talavera Ridge* has a material effect on parking need/utilization, since 1BR units are more likely than 2BR units to be occupied by a single resident (likely with one vehicle).

- The proportion of 1BR units in the 24 surveyed projects ranges from 15% to 62%. The mean and median percentage of 1BR units is 39%, versus 54% 1BR units at *Talavera Ridge*.
- Just four (17%) of the 24 projects have ratios of 1BR units that meet or exceed the 54% 1BR ratio for *Talavera Ridge*.



Parking ratios per bedroom are shown in ascending order in Exhibit 3.

- The mean ratio among the 24 projects is 1.10 spaces per bedroom.
- The median is 1.08 spaces per bedroom.

At 1.18 spaces per bedroom, *Talavera Ridge* will provide 0.10 more parking spaces per bedroom than the 1.08 median among the 24 projects. At 304 units, this represents 30 more spaces than the regional norm for post 2000 apartment properties.

		Difference to Median	Total Units	Parking Spaces Above Median
Median spaces per bedroom (24 projects)	1.08			
<i>Talavera Ridge</i> ratio per bedroom	1.18	0.10	304	30.8



As summarized below, the planned ratio of 1.18 stalls per bedroom for *Talavera Ridge* is higher than 19 of the 24 surveyed projects (79%).

PARKING SPACES PER BEDROOM, IN DESCENDING ORDER						
Project	City	Year Built	Total Units	Total Stalls	Total Bdrms.	Stalls/Bdrm.
<i>Sterling Ranch</i>	El Dorado Hills	2004	160	392	248	1.58
<i>Winsted at Sunset West</i>	Rocklin	2001	208	433	288	1.50
<i>Granite Creek</i>	Rocklin	2001	80	175	120	1.46
<i>Legends</i>	Folsom	2000	208	372	288	1.29
<i>The Crest at Fair Oaks</i>	Fair Oaks	2004	76	138	116	1.19
<b><i>Talavera Ridge</i></b>	<b>Folsom</b>	<b>2017</b>	<b>304</b>	<b>524</b>	<b>444</b>	<b>1.18</b>
<i>Vineyard Gate</i>	Roseville	2002	280	556	480	1.16
<i>Adora TH</i>	Roseville	2012	103	199	174	1.14
<i>Falls at Willow Creek</i>	Folsom	2002	426	826	730	1.13
<i>Willow Springs</i>	Folsom	2001	218	409	362	1.13
<i>Miramonte &amp; Trovas</i>	Sacramento	2001	440	752	684	1.10
<i>Stonelake</i>	Elk Grove	2004	432	879	800	1.10
<i>McKenzie</i>	Sacramento	2002	152	285	264	1.08
<i>Stanford Heights</i>	Rocklin	2000	170	386	358	1.08
<i>Villagio</i>	Sacramento	2003	272	417	396	1.05
<i>The Bridges at Woodcreek Oaks</i>	Roseville	2000	185	360	346	1.04
<i>Broadstone at Strawberry Creek</i>	Sacramento	2005	264	491	472	1.04
<i>Castellino at Laguna West</i>	Elk Grove	2006	120	231	224	1.03
<i>Avanti</i>	Sacramento	2006	216	360	350	1.03
<i>Tuscaro</i>	Sacramento	2000	296	486	488	1.00
<i>Lake Point</i>	Elk Grove	2004	232	458	464	0.99
<i>Broadstone at Stanford Ranch</i>	Rocklin	2003	186	295	326	0.90
<i>Terraces at Stanford Ranch</i>	Rocklin	2012	132	284	338	0.84
<i>Pinnacle at Galleria</i>	Roseville	2001	236	302	392	0.77
<i>Stoneridge</i>	Roseville	2004	230	298	405	0.74

**REPORTED PARKING ADEQUACY**

Since parking ratios alone don't measure parking utilization/need, we queried managers of a representative sampling of projects as to parking adequacy.

- Managers at 10 of the 11 projects in the query sample reported no problems with parking provision.
- Most (70%) of the 10 projects whose managers said that "parking is sufficient" have a lower ratio per bedroom than planned for *Talavera Ridge* (i.e., less parking than 1.18/bedroom), with no reported issues.
- Only one manager of the 11 interviewed reported that parking was inadequate: *Vineyard Gate* (1.16 spaces per bedroom). This appears to be a function of how parking is assigned. Residents get either a carport or an open space, rather than a guaranteed covered space. Optional garages are available for those without a covered space, but cost \$100 per month. The majority of other projects in the query sample provide one free covered space per unit.

MANAGER COMMENTS ON PARKING ADEQUACY					
Name	City	Total Units	Stalls/ Unit	Stalls/ Bdrm.	Response to Query: Is Parking Sufficient?
<i>Stoneridge</i>	Roseville	230	1.30	0.74	Nobody is suffering. They can have 2 cars and there is still plenty.
<i>Pinnacle at Galleria</i>	Roseville	236	1.28	0.77	Absolutely. Zero complaints.
<i>Terraces at Stanford Ranch</i>	Rocklin	132	2.15	0.84	Yes.
<i>Broadstone at Stanford Ranch</i>	Rocklin	186	1.59	0.90	Yes, more than enough.
<i>Avanti</i>	Sacramento	216	1.67	1.03	Yes.
<i>The Bridges at Woodcreek Oaks</i>	Roseville	185	1.95	1.04	Yes. No restrictions on number of vehicles.
<i>Adora TH</i>	Roseville	103	1.93	1.14	Fine, no issues.
<i>Vineyard Gate</i>	Roseville	280	1.99	1.16	Unfortunately, not enough. All residents get 1 uncovered or covered. [\$100 extra for garage].
<b>Talavera Ridge</b>	<b>Folsom</b>	<b>304</b>	<b>1.72</b>	<b>1.18</b>	
<i>The Crest at Fair Oaks</i>	Fair Oaks	76	1.82	1.19	Working out fine; we do have waiting list for garages.
<i>Granite Creek</i>	Rocklin	80	2.19	1.46	Yes, parking is sufficient. No waiting list.
<i>Sterling Ranch</i>	El Dorado Hills	160	2.45	1.58	Parking is sufficient.

**SITE-SPECIFIC FACTORS AFFECTING PARKING NEED**

*Talavera Ridge* has exceptionally good "walkability," and proximity to public transportation is excellent. Both factors may contribute to two-person households shedding a vehicle.

1) The *Talavera Ridge* site has superb proximity to shopping and services, with 1,000,000+ square feet of retail within less than 0.25 mile, including:

- Bel-Air Grocery and CVS Drug at East Bidwell Street and Broadstone Parkway, 0.2 mile west.
- Whole Foods Market, in Palladio, 0.25 mile south. Other tenants in this "lifestyle" center's 550,000 square feet of retail include a 16-screen cinema, Sports Authority, 10+ restaurants, numerous fashion outlets and services.
- Broadstone Plaza at SWC East Bidwell Street and Broadstone Parkway, within 0.25 mile, contains Home Depot, Total Wine, Ross, Michaels, Old Navy, Pier 1, Ashley Furniture and others, in a 532,000-square-foot center.

2) Proximity to public transportation is excellent.

- The two closest bus stops are within 0.25 mile of the property line (opposite corners of East Bidwell Street and Power Center Drive, just west of Broadstone Parkway); both have benches and all-weather shelters.
- The Folsom Stage Line Route 10 serves the corner of East Bidwell and Broadstone Parkway hourly, from 4:43 a.m. to 7:43 p.m.

- The Historic Folsom Light Rail Station (3.65 miles northwest) is on the Route 10 Line as is the Iron Point Rail Station at 12900 Folsom Boulevard, 3.9 miles southwest of the subject site. The Gold Line Light Rail provides 59-minute service between Folsom and downtown Sacramento. Trains depart every 30 minutes. Weekday service starts at 5:00 a.m. The last nightly train to arrive in Folsom (at 7:22 p.m.) departs downtown Sacramento at 6:23 p.m. Maximum fare is \$6.00 daily; discounts apply for monthly packages, seniors, students, children and the disabled. (NOTE: UberX fare from Broadstone Center to Historic Folsom Station is \$4 to \$6.<sup>1</sup>)

#### CONCLUSION

In light of 1) the proposed mix of 54% 1BR units; 2) higher parking-per-bedroom ratios than regional norms; and 3) this site's superb "walkability" and excellent public transportation availability, it is our professional conclusion that a parking ratio of 1.72 spaces per unit and 1.18 spaces per bedroom will pose no impediment to livability, marketability, or operations at *Talavera Ridge*.

Please call or email with any questions.

Sincerely,

APT MARKET RESEARCH



Annie Gerard  
Principal

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<sup>1</sup> <https://www.uber.com/cities/sacramento#>

**EXHIBIT 1  
POST 2000 GENERAL OCCUPANCY APARTMENT PROJECTS  
METRO SACRAMENTO**

Name	City	Year Built	Total Units	Total Stalls	Stalls/Unit	Unit Mix					Total Bdrms	Stalls/Bdrm	Parking Type			
						Studio	1BR	2BR	3BR	4BR			Open	Carpports	Garages	
<i>Sterling Ranch</i>	El Dorado Hills	2004	160	392	2.45	0	80	72	8	0	248	1.58	300	0	92	
<i>Castellino at Laguna West</i>	Elk Grove	2006	120	231	1.93	0	40	56	24	0	224	1.03			64	
<i>Lake Point</i>	Elk Grove	2004	232	458	1.97	0	40	152	40	0	464	0.99	212	200	46	
<i>Stonelake</i>	Elk Grove	2004	432	879	2.03	0	128	240	64	0	600	1.10	255	432	192	
<i>The Crest at Fair Oaks</i>	Fair Oaks	2004	76	138	1.82	0	42	28	6	0	116	1.19	52	42	44	
<i>Legends</i>	Folsom	2000	208	372	1.79	0	128	80	0	0	288	1.29	168	151	53	
<i>Willow Springs</i>	Folsom	2001	218	409	1.88	0	90	112	16	0	362	1.13	138	219	52	
<i>Falls at Willow Creek</i>	Folsom	2002	426	826	1.94	0	164	220	42	0	730	1.13	304	426	96	
<i>Broadstone at Stanford Ranch</i>	Rocklin	2003	186	295	1.59	0	58	116	12	0	326	0.90	108	107	80	
<i>Winsted at Sunset West</i>	Rocklin	2001	208	433	2.08	0	128	80	0	0	288	1.50	173	208	52	
<i>Terraces at Stanford Ranch</i>	Rocklin	2012	132	284	2.15	0	20	23	84	5	338	0.84	40	0	244	
<i>Granite Creek</i>	Rocklin	2001	80	175	2.19	0	40	40	0	0	120	1.48	67	83	25	
<i>Stanford Heights</i>	Rocklin	2000	170	386	2.27	16	10	100	44	0	358	1.08	120	174	92	
<i>Pinnacle at Galleria</i>	Roseville	2001	236	302	1.28	0	96	124	16	0	392	0.77	236	0	66	
<i>Stoneridge</i>	Roseville	2004	230	298	1.30	0	73	139	18	0	405	0.74	115	73	110	
<i>Adora TH</i>	Roseville	2012	103	199	1.93	0	32	71	0	0	174	1.14	25		174	
<i>The Bridges at Woodcreek Oaks</i>	Roseville	2000	185	360	1.95	0	56	97	32	0	346	1.04	175	0	185	
<i>Vineyard Gate</i>	Roseville	2002	280	556	1.99	0	112	136	32	0	480	1.16	249	247	60	
<i>Villagio</i>	Sacramento	2003	272	417	1.53	0	148	124	0	0	396	1.05				
<i>Tuscaro</i>	Sacramento	2000	296	486	1.64	0	128	144	24	0	488	1.00				
<i>Avanti</i>	Sacramento	2006	216	360	1.67	0	108	82	26	0	350	1.03	135	180	45	
<i>Miramonte &amp; Trovas</i>	Sacramento	2001	440	752	1.71	0	204	228	8	0	684	1.10	312	348	92	
<i>Broadstone at Strawberry Creek</i>	Sacramento	2005	264	491	1.86	0	76	168	20	0	472	1.04			73	
<i>McKenzie</i>	Sacramento	2002	152	285	1.88	0	52	88	12	0	264	1.08	89	152	44	
<b>DOWNTOWN/MIDTOWN</b>																
<i>16 Powerhouse</i>	Sacramento	2014	50	38	0.76	0	16	34	0	0	84	0.45				
<i>Legado de Ravel</i>	Sacramento	2013	84	84	1.00	0	60	24	0	0	108	0.78				
<i>Eviva</i>	Sacramento	2016	118	133	1.13	3	59	56	0	0	174	0.76				
<i>LINQ (fka Alexan Midtown)</i>	Sacramento	2010	275	400	1.45	27	131	117	0	0	392	1.02				
<i>800 J Lofts</i>	Sacramento	2006	225	302	1.34	74	57	94	0	0	319	0.95				

**EXHIBIT 2  
PARKING SPACES PER UNIT  
POST 2000 GENERAL OCCUPANCY APARTMENT PROJECTS  
METRO SACRAMENTO**

Name	City	Year Built	Total Units	Total Stalls	Stalls/Unit	Unit Mix					Total Bdrms	Stalls/Bdrm	% Studio & 1BR
						Studio	1BR	2BR	3BR	4BR			
<i>Talavera Ridge (planned)</i>	Folsom	2017	304	524	1.72	0	164	140	0		444	1.18	54%
<i>Pinnacle at Galleria</i>	Roseville	2001	236	302	1.28	0	96	124	16	0	392	0.77	41%
<i>Stoneridge</i>	Roseville	2004	230	298	1.30	0	73	139	18	0	405	0.74	32%
<i>Villagio</i>	Sacramento	2003	272	417	1.53	0	148	124	0	0	396	1.05	54%
<i>Broadstone at Stanford Ranch</i>	Rocklin	2003	186	295	1.59	0	58	116	12	0	326	0.90	31%
<i>Tuscaro</i>	Sacramento	2000	296	486	1.64	0	128	144	24	0	488	1.00	43%
<i>Avanti</i>	Sacramento	2006	216	360	1.67	0	108	82	26	0	350	1.03	50%
<i>Miramonte &amp; Trovas</i>	Sacramento	2001	440	752	1.71	0	204	228	8	0	684	1.10	46%
<i>Legends</i>	Folsom	2000	208	372	1.79	0	128	80	0	0	288	1.29	62%
<i>The Crest at Fair Oaks</i>	Fair Oaks	2004	76	138	1.82	0	42	28	6	0	116	1.19	55%
<i>Broadstone at Strawberry Creek</i>	Sacramento	2005	264	491	1.86	0	78	168	20	0	472	1.04	29%
<i>McKenzie</i>	Sacramento	2002	152	285	1.88	0	52	88	12	0	264	1.08	34%
<i>Willow Springs</i>	Folsom	2001	218	409	1.88	0	90	112	16	0	362	1.13	41%
<i>Castellino at Laguna West</i>	Elk Grove	2006	120	231	1.93	0	40	56	24	0	224	1.03	33%
<i>Adora TH</i>	Roseville	2012	103	199	1.93	0	32	71	0	0	174	1.14	31%
<i>Falls at Willow Creek</i>	Folsom	2002	426	826	1.94	0	164	220	42	0	730	1.13	38%
<i>The Bridges at Woodcreek Oaks</i>	Roseville	2000	185	360	1.95	0	56	97	32	0	346	1.04	30%
<i>Lake Point</i>	Elk Grove	2004	232	458	1.97	0	40	152	40	0	464	0.99	17%
<i>Vineyard Gate</i>	Roseville	2002	280	556	1.99	0	112	136	32	0	480	1.16	40%
<i>Stonelake</i>	Elk Grove	2004	432	879	2.03	0	128	240	64	0	800	1.10	30%
<i>Winsted at Sunset West</i>	Rocklin	2001	208	433	2.08	0	128	80	0	0	288	1.50	62%
<i>Terraces at Stanford Ranch</i>	Rocklin	2012	132	284	2.15	0	20	23	84	5	338	0.84	15%
<i>Granite Creek</i>	Rocklin	2001	80	175	2.19	0	40	40	0	0	120	1.46	50%
<i>Stanford Heights</i>	Rocklin	2000	170	386	2.27	16	10	100	44	0	358	1.08	15%
<i>Sterling Ranch</i>	El Dorado Hills	2004	160	392	2.45	0	80	72	8	0	248	1.58	50%

MEAN SPACES PER UNIT 1.87

MEDIAN SPACES PER UNIT 1.90



**EXHIBIT 3  
PARKING SPACES PER BEDROOM  
POST 2000 GENERAL OCCUPANCY APARTMENT PROJECTS  
METRO SACRAMENTO**

Name	City	Year Built	Total Units	Total Stalls	Stalls/Unit	Unit Mix					Total Bdrms	Stalls/Bdrm.	% Studio & 1BR
						Studio	1BR	2BR	3BR	4BR			
<i>Talavera Ridge (planned)</i>	Folsom	2017	304	524	1.72	0	164	140	0		444	1.18	54%
<i>Stoneridge</i>	Roseville	2004	230	298	1.30	0	73	139	18	0	405	0.74	32%
<i>Pinnacle at Galleria</i>	Roseville	2001	236	302	1.28	0	96	124	16	0	392	0.77	41%
<i>Terraces at Stanford Ranch</i>	Rocklin	2012	132	284	2.15	0	20	23	84	5	338	0.84	15%
<i>Broadstone at Stanford Ranch</i>	Rocklin	2003	186	295	1.59	0	58	116	12	0	326	0.90	31%
<i>Lake Point</i>	Elk Grove	2004	232	458	1.97	0	40	152	40	0	464	0.99	17%
<i>Tuscaro</i>	Sacramento	2000	296	486	1.64	0	128	144	24	0	488	1.00	43%
<i>Avanti</i>	Sacramento	2006	216	360	1.67	0	108	82	26	0	350	1.03	50%
<i>Castellino at Laguna West</i>	Elk Grove	2006	120	231	1.93	0	40	56	24	0	224	1.03	33%
<i>Broadstone at Strawberry Creek</i>	Sacramento	2005	264	491	1.86	0	76	168	20	0	472	1.04	29%
<i>The Bridges at Woodcreek Oaks</i>	Roseville	2000	185	360	1.95	0	56	97	32	0	346	1.04	30%
<i>Villagio</i>	Sacramento	2003	272	417	1.53	0	148	124	0	0	396	1.05	54%
<i>Stanford Heights</i>	Rocklin	2000	170	386	2.27	16	10	100	44	0	358	1.08	15%
<i>McKenzie</i>	Sacramento	2002	152	285	1.88	0	52	88	12	0	264	1.08	34%
<i>Stonelake</i>	Elk Grove	2004	432	879	2.03	0	128	240	64	0	800	1.10	30%
<i>Miramonte &amp; Trovas</i>	Sacramento	2001	440	752	1.71	0	204	228	8	0	684	1.10	46%
<i>Willow Springs</i>	Folsom	2001	218	409	1.88	0	90	112	16	0	362	1.13	41%
<i>Falls at Willow Creek</i>	Folsom	2002	426	826	1.94	0	164	220	42	0	730	1.13	38%
<i>Adora TH</i>	Roseville	2012	103	199	1.93	0	32	71	0	0	174	1.14	31%
<i>Vineyard Gate</i>	Roseville	2002	280	556	1.99	0	112	136	32	0	480	1.16	40%
<i>The Crest at Fair Oaks</i>	Fair Oaks	2004	76	138	1.82	0	42	28	6	0	116	1.19	55%
<i>Legends</i>	Folsom	2000	208	372	1.79	0	128	80	0	0	288	1.29	62%
<i>Granite Creek</i>	Rocklin	2001	80	175	2.19	0	40	40	0	0	120	1.46	50%
<i>Winsted at Sunset West</i>	Rocklin	2001	208	433	2.08	0	128	80	0	0	288	1.50	62%
<i>Sterling Ranch</i>	El Dorado Hills	2004	160	392	2.45	0	80	72	8	0	248	1.58	50%

MEAN SPACES PER BEDROOM

1.10

MEDIAN SPACES PER BEDROOM

1.08



Appendix H

MITIGATION MONITORING  
AND REPORTING PROGRAM



## MITIGATION MONITORING AND REPORTING PROGRAM

### CRESLEIGH RAVINE AND CAMPUS AT IRON POINT MIXED RESIDENTIAL DEVELOPMENT

**Purpose of Mitigation Monitoring and Reporting Program:** The California Environmental Quality Act (CEQA), Public Resources Code Section 21081.6, requires that a Mitigation Monitoring and Reporting Program (MMRP) be established upon completing findings. CEQA stipulates that “the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”

This MMRP has been prepared in compliance with Section 21081.6 of CEQA to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the project, as required. A table (attached) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, the responsible person/agency for implementing the measure, and space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the Initial Study and Mitigated Negative Declaration.

The City of Folsom (City) is the lead agency for the project under CEQA and shall administer and implement the MMRP. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City shall rely on information provided by the project site observers/monitors (e.g., construction manager, project manager, biologist, archaeologist, etc.) as accurate and up-to-date and shall provide personnel to field check mitigation measure status, as required.

**Project Description:** The Cresleigh Ravine and Campus at Iron Point Mixed Residential Development project is located on two parcels (Cresleigh Ravine and Campus at Iron Point) totaling 17.3 acres situated in east/central City of Folsom in northeastern Sacramento County, California. Cresleigh Ravine is a 7.2-acre parcel located northwest of the intersection of Willard Drive with Iron Point Road. Campus at Iron Point is a 10.1-acre parcel located northeast of the intersection of Willard Drive with Iron Point Road.

The proposed project consists of a mixed residential development containing a total of 276 units, which would include a General Plan amendment and rezone. The proposed project includes the construction of 46 two-story single-family residential homes on Cresleigh Ravine, and dedication of 15 lots to existing property owners adjacent to the western project site boundary. The proposed project also includes the construction of 230 multi-family units in 23 apartment buildings, and a clubhouse with a fitness center and pool on Campus at Iron Point. Additional proposed improvements include underground utilities,

parking spaces, driveways, drive aisles, retaining walls, sidewalks and walkways, fencing, lighting, landscaping, and trash/recycling enclosures. Both developments would be accessed directly from Willard Road, with single public entry/exit drives for each development. Each development would have an additional gated emergency vehicle access drive that would not be available for public vehicle use. The emergency vehicle access drive for the single family development would access Willard Road, and the emergency vehicle access drive for the multi-family development would access Iron Point Road.

Entitlements for the proposed project include a General Plan Amendment, Rezone, Tentative Subdivision Map, and a Planned Development Permit.

**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE  
CRESLEIGH RAVINE AND CAMPUS AT IRON POINT MIXED RESIDENTIAL DEVELOPMENT**

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<b>AIR QUALITY</b>				
<b>Mitigation Measure AIR-01: Certified Tier 2 Offroad Equipment</b>				
All diesel-powered offroad equipment used during Project construction shall meet Tier 2 off-road emissions standards. A copy of each unit's certified Tier specification shall be provided to the City of Folsom Building Department at the time of mobilization of each applicable unit of equipment.	Prior to and during construction - this mitigation measures shall be included in all construction document for implementation during construction.	Construction Contractor and City of Folsom Building Department		
<b>BIOLOGICAL RESOURCES</b>				
<b>Mitigation Measure BIO-01: Avoid and Minimize Impacts to Nesting Birds.</b>				
<p>If construction activities, including tree removal and/or trimming or pruning of branches and limbs, 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. An additional survey shall be conducted within 48 hours prior to commencement of construction.</p> <ul style="list-style-type: none"> <li>If no nests are found, no further mitigation is required.</li> <li>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</li> </ul>	This mitigation measure shall be included in all construction documents for implementation during construction that occurs between February 15 and August 31. Pre-construction surveys for the presence avian	City of Folsom Planning Department and Qualified Biologist and CDFW		



Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<p>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>	<p>species protected by the Migratory Bird Treaty Act (MBTA) shall be conducted by a qualified biologist 14 days prior to the start of construction, with an additional survey 48 hours prior to the start of construction.</p>			
<p><b>Mitigation Measure BIO-2: Minimize impacts and mitigate for impacts to trees protected under the City of Folsom Tree Ordinance.</b></p> <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 would likely consist of one of the following:</p> <ul style="list-style-type: none"> <li>• Payment into the Tree Planting and Replacement Fund of an inch-for-diameter-inch replacement in lieu fee set by City Council resolution;</li> </ul>	<p>Prior to construction.</p>	<p>City of Folsom Planning Department and City Arborist</p>		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance
			Initials      Date
<ul style="list-style-type: none"> <li>• Dedication of property for the purpose of planting trees based on the following ratio: 1 diameter inch = 0.004 acre of land (175 square feet) – the minimum area of dedication for such property shall be five acres of land, unless the property is contiguous to existing or planned open space, in which case the minimum dedication is one acre of land; off-site mitigation of this type must be approved by the City council; or</li> <li>• Planting of trees on either public property, property with a conservation easement, and/or on property with an irrevocable offer of dedication to the City, pursuant to the ratios set forth in the Tree Ordinance.</li> </ul>			
<b>CULTURAL RESOURCES</b>			
<p><b>Mitigation Measure CUL-01: Avoid and minimize impacts to previously unknown historic resources.</b></p> <p>It is always possible that ground-disturbing activities during construction may uncover previously unknown, buried historic resources. 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 City 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</p>	<p>Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction.</p>	<p>City of Folsom Planning Department and Archeologist or Qualified Cultural Resource Monitor and Construction Contractor</p>	

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<p>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> <p><b>Mitigation Measure CUL-02: Avoid and minimize impacts to previously unknown archaeological resources.</b></p> <p>It is always possible that ground-disturbing activities during project development may uncover previously unknown archaeological resources. 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 City 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>	<p>Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction.</p>	<p>City of Folsom Planning Department and Archeologist or Qualified Cultural Resource Monitor and Construction Contractor</p>		
<p><b>Mitigation Measure CUL-03: Avoid and minimize impacts related to accidental discovery of human remains.</b></p> <p>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</p>	<p>Prior to and during construction – this mitigation measure shall be included in all</p>	<p>City of Folsom Planning Department and</p>		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance				
			<table border="1"> <tr> <th data-bbox="841 289 889 394">Initials</th> <th data-bbox="841 394 889 436">Date</th> </tr> <tr> <td></td> <td></td> </tr> </table>	Initials	Date		
Initials	Date						
<p>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:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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: <ul style="list-style-type: none"> <li>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.</li> <li>The descendant identified fails to make a recommendation.</li> </ul> </li> </ol>	<p>construction documents for implementation during construction.</p>	<p>Archeologist or Qualified Cultural Resource Monitor and Construction Contractor</p>					

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<ul style="list-style-type: none"> <li>The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.</li> </ul>				
<b>GEOLOGY AND SOILS</b>				
<p><b>Mitigation Measure GEO-01: Avoid and minimize impacts to paleontological resources.</b></p> <p>Should paleontological or other geologically sensitive resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Folsom Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>	<p>Prior to and during construction -- this mitigation measure shall be included in all construction documents for implementation during construction.</p>	<p>City of Folsom Planning Department and Paleontologist and Construction Contractor</p>		
<b>NOISE</b>				



Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance				
			<table border="1"> <tr> <th data-bbox="305 995 342 1163">Initials</th> <th data-bbox="305 995 342 1163">Date</th> </tr> <tr> <td></td> <td></td> </tr> </table>	Initials	Date		
Initials	Date						
<p><b>Mitigation Measure NOI-01: Patio and deck noise barriers.</b></p> <p>Outdoor noise levels at the patios at Buildings 1, 17, 18, 19, 20, 21, 22, and 23 shall be reduced to 60 dBA L<sub>DN</sub>/CNEL or below. Noise reduction for the patios would be accomplished through an on-site noise barrier (sound wall). A 6-foot high sound wall shall be installed along Iron Point Road at Campus at Iron Point. The sound wall shall follow the entire roadway frontage for the Campus at Iron Point, and extend slightly northward along Willard Drive for approximately 12 feet (see <b>Figure 5</b>). An opening in the sound wall to allow for the southeastern driveway into the project is acceptable. The wall shall continue across the two pedestrian access points to Iron Point Road from the project site with the use of a solid 6-foot high gate.</p> <p>The sound attenuation fence or wall must be solid. It can be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least one-inch total thickness or have a density of at least 3½ pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic ¾ of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18 gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any door(s) or gate(s) must be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The gate(s) may be of one-inch thick or better wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with</p>	<p>Prior to issuance of building permits.</p>	<p>City of Folsom Planning Department  Project Applicant</p>					

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<p>prefabricated doorjamb.</p> <p><b>Mitigation Measure NOI-02: Exterior-to-interior noise level limit.</b></p> <p>Interior building noise levels for the proposed project shall not exceed 45 dBA L<sub>DN</sub>/CNEL. Once specific building plan information is available, additional exterior-to-interior noise analysis shall be conducted to demonstrate that interior levels at Cresleigh Ravine and Campus at Iron Point do not exceed 45 dBA L<sub>DN</sub>/CNEL. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site building. If predicted noise levels are found to be in excess of 45 dBA L<sub>DN</sub>/CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 dBA L<sub>DN</sub>/CNEL in habitable rooms. Standard measures such as glazing with Sound Transmission Control (STC) ratings from a STC 22 to STC 60, as well as walls with appropriate STC ratings (34 to 60), should be considered.</p> <p>Appropriate means of air circulation and provision of fresh air would be provided to allow windows to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code).</p> <p><b>PUBLIC SERVICES</b></p>	<p>Prior to issuance of building permits.</p>	<p>City of Folsom Planning Department</p> <p>Project Applicant</p>		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<p><b>Mitigation Measures PUB-1: Payment of applicable developer impact fees.</b></p> <p>Prior to the approval of a tentative map or other entitlement to construct, the applicant shall provide Folsom Cordova Unified School District with developer impact fees based on current rates.</p> <p>The City shall not issue building permits for the proposed project until the City has received verification from Folsom Cordova Unified School District that the fee requirements have been met.</p>	<p>Prior to issuance of building permits.</p>	<p>City of Folsom Planning Department and Folsom Unified School District</p>		

**Attachment 23**

**Public Comment Letters**

By email: [sbanks@folsom.ca.us](mailto:sbanks@folsom.ca.us)

City of Folsom  
Steven Banks, Senior Planner  
Planning Services  
50 Natoma Street  
Folsom, CA 95630

Re: Cresleigh Homes' Proposed Construction of Homes

Dear Mr. Banks:

My name is Anita Thompson and I am one of the board members of the Union Square Owners Association. The association's board members have discussed Cresleigh Homes' proposed construction of 46 residential homes off of Iron Point Road and Willard Drive. Based on the following considerations, the board members are inclined to support the proposed construction:

- Additional single family homes, instead of a retail/commercial center, in the proposed location is consistent with the residential scheme of both Union Square and Natoma Station homes and harmonious with the existing neighborhoods; and
- Cresleigh Homes have offered to replace the wood fence on the south side of Union Square with a sound wall similar to (or same as) the sound wall on the north side of Union Square in order to protect the peace and privacy of the two neighbors to be.

Also, to date, I have not heard of any objections or oppositions to Cresleigh Homes' proposed construction of a multi-family project near Safeway. It is the Union Square board's intention to support every effort of Cresleigh Homes to enhance the value of the Union Square homes.

Since the owners of the Union Square will be directly impacted by the proposed construction, please consider the foregoing support and input in your decision making process. Thank you and please let me know if you have any questions or comments.

Sincerely,



Anita Thompson  
1003 Ferry Circle  
Folsom, California 95630  
E-mail: [anita@litigationsupportservices.com](mailto:anita@litigationsupportservices.com)



June 21, 2016

City of Folsom

Steven Banks, Senior Planner

Planning Services

50 Natoma Street

Folsom, CA 95630

Dear Mr. Banks, Honorable City Council Members and Planning Commissioners:

We the undersigned, the Bayline Circle Homeowners, are writing to you related to the proposed Cresleigh Homes project at the intersection of Willard Drive and Iron Point Road and specifically the smaller parcel that abuts our backyards and rear property boundaries. Although the Natoma Station Community Organization Board represents homeowners in Natoma Station, we are writing to you because we have a specific interest in the development of these parcels and how they affect our homes and we have a differing opinion and perspective than the opinion shared by the Natoma Station Community Organization Board and felt compelled to write to about our strong opinions.

Although in a perfect world the land behind us would continue to be vacant, we understand that the property staying vacant, isn't and never was, a practical option and we have long understood that at some point the property would be developed either by Intel or another group. Following almost a year and half of meetings with Cresleigh representatives and their consultants and numerous meetings related to how our homes on Bayline Circle intersect with Cresleigh property and to our wider neighborhood (which members of the Natoma Station Community Organization Board attended) **we are fully supportive of Cresleigh's intended development including abutting the property to our rear yards for smaller lot single family homes and for apartments on the larger 10 acre site on the parcel behind Safeway.**

Approximately 18 months ago Cresleigh met with the homeowners on Bayline Circle to notify us that for many of us our existing rear yard chain link fence was not located on the correct property boundary and that the Intel, and now Cresleigh, actually owned a portion of property in most of our backyards. Cresleigh indicated at that time that it was their desire to correct this boundary line conflict and provide this land to our Bayline homeowners group to correct our rear yard property boundaries between us. As part of this discussion there have been significant discussions about who should own this "gap" area and it was determined that as a group we would prefer for the homeowners on Bayline Circle to own this "gap" area versus having Cresleigh enforce the legal boundary or to have them retain ownership of this "gap" land. Cresleigh indicated if individually we did not desire to own the land that they would either arrange for one of our existing neighbors to take title to the property or that property could be absorbed into their property boundary. Cresleigh has assured us that they will respect the existing chain link fence and only grade the site to the limits of the existing chain-link fence on the side opposite of our backyards and will not disturb or remove any of the trees on our side of this chain-link fence in our rear yards.

Related to this discussion, Cresleigh engaged us to determine what type of use we would prefer directly adjacent to our homes and a number of site plans were provided including initially commercial uses which as a group we were not, and are not supportive of. We do not want commercial uses which would likely require a rear dock area that would be

between our homes. The back side of commercial developments are often loud, smelly and because of the nature of being "in the back" can create crime opportunities. We do not want commercial on this property.

We indicated that we would much prefer to have homes on their property versus a commercial development. With the high rate of retail vacancies that have occurred in the neighborhood shopping centers over many years we felt that commercial would be all wrong here for many reasons. Borne from our discussions with Cresleigh, and our strong desire for no commercial on the property, we suggested that we would prefer homes on the site. Cresleigh took our suggestion and developed a number of options for us to consider for single family homes on the site. Cresleigh indicated that against the cost of the land and to recuperate the loss of commercial rents that they would need to propose a smaller lot home community that would increase the number of homes. Although we would have preferred larger lots, Cresleigh committed to building single family, owner occupied homes that we feel is more conducive to our neighborhood and is the less invasive than other uses. Following discussions with us on our preference for homes next to us, Cresleigh began to engage with the wider homeowners in the Natoma Station community and has held a number of meetings with the wider homeowners in the area as well as coordinating walks behind our rear yards to better understand the topography of the property and how the property would change and improve drainage for our rear yards. A number of us have attended these wider neighborhood meetings.

We had long discussions about the historic drainage on our homes and our concerns that additional development would only increase this issue. As part of that discussion Cresleigh determined that to improve the run off and drainage that we receive from the property that they would orient new drainage improvements so that the vast majority of the drainage would run towards Willard and away from our backyards which is believed will significantly improve what has been a long lasting and historic drainage issue from run off to our backyards. Related to this, Cresleigh was very candid that because of the large bowl in the middle of the property and the grading that would be required to re-orient drainage, that the existing trees and vegetation on the site would be removed and replaced by new trees and plants on the property internal to their streets and around the perimeter area. No one likes to lose trees, but the majority of the trees are digger pines and against the upside of fixing our drainage issues, we understand the need to remove these trees.

In a number of discussions, including wider neighborhood meetings, we have made our desires known that we are **NOT** supportive of any kind of "buffer or walking area" between our rear yards and Cresleigh's property. We know from first-hand experience that this vacant property attracts homeless encampments as well as teenagers where it is easy to hide in the areas of the site where they cannot be readily seen. We do not believe that a pathway or "buffer area" in this area is wise and would burden us directly. It would become a no man's land where we fear that crime would only increase and that homeless and teenagers would be encouraged to congregate in this area. Under no circumstance are we supportive of a "buffer or walking area" in this area. We strongly prefer that this property be transferred to us and that fencing occurs where each property owners has defined property boundaries.

Our homes are the most directly affected by the proposed developments and we believe that our desires should be more heavily favored and weighed than others in the neighborhood and community. We have been engaged in the design and use of the property from the very beginning with Cresleigh and believe that they have given their very best effort to accommodate and correct as many of the issues that are feasible.

We are fully supportive of Cresleigh and their intended use and development of the parcels at Willard Drive and Iron Point and are hopeful you will strongly consider and weigh our opinions and desires against others opinions as you weigh your decisions on Cresleigh's proposed development.

Sincerely,

**The Homeowners of Bayline Circle**

Kathy Noia: 176 Bayline Circle Folsom, CA 95630



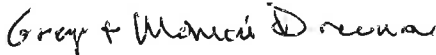
Pino Family Trust: 174 Bayline Circle Folsom, CA 95630



Steve & Virginia Shupe: 172 Bayline Circle Folsom, CA 95630



Greg & Monica Drennan: 2000 Trust 170 Bayline Circle Folsom, CA 95630



Brian & Kathleen Allgaier: 168 Bayline Circle Folsom, CA 95630



Dean & Maureen Williams: 166 Bayline Circle Folsom, CA 95630



Douglas Goto Trust: 164 Bayline Circle Folsom, CA 95630



Bert & Amy Anderson: 162 Bayline Circle Folsom, CA 95630

Scott & Pamela Pearson: 160 Bayline Circle Folsom, CA 95630



Debra and Dennis Lapointe: 158 Bayline Circle Folsom, CA 95630



James & Tammy Collins: 156 Bayline Circle Folsom, CA 95630

Campbell Family Trust: 154 Bayline Circle Folsom, CA 95630



Benjamin & Ruth Harding: 152 Bayline Circle Folsom, CA 95630



July 12, 2016

City of Folsom

Steven Banks, Senior Planner

Planning Services

50 Natoma Street

Folsom, CA 95630

RE: Cresleigh Homes Projects; Folsom Apartments & Cresleigh Ravine Homes

Dear Mr. Banks, Honorable City Council Members and Planning Commissioners:

We the undersigned, residents of Folsom, are writing you in support of the Cresleigh Homes project at the intersection of Willard Drive and Iron Point Road. It is our understanding that the builder Cresleigh Homes has met with the residence directly affected by this development and has come to an understanding satisfactory to both parties to minimize the effects of the new development. We believe that the residence directly affected should have the most input into how this development will affect their property and quality of living. That is why we support their decision.

In addition, the decision to build high end apartments on the parcel directly behind Safeway and the home development across the street will greatly benefit the retail stores in the surrounding areas. There are a number of vacancies currently, and the new developments will bring more business to the existing businesses and bring in new businesses that benefit the entire area including Natoma Station and Prairie Oaks.

Susan Dawson

David Reith

Demey Routh

Andres Morgante

Tiff Morgante

ERIC SUIT

Paul Reed

Morgan Reed

114 Kenna Way

835 Eagle Ridge Court

835 Eagle Ridge Court

811 Willow Creek Dr

811 Willow Creek Dr

104 WITMER DR

165 Raylmi Circle

165 Raylmi Circle

July 12, 2016

City of Folsom

Steven Banks, Senior Planner

Planning Services

50 Natoma Street

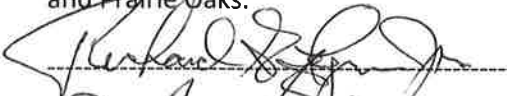





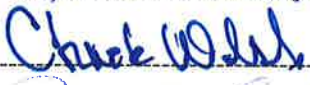
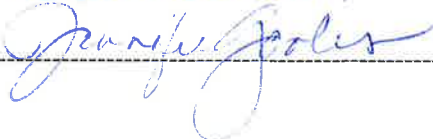
Folsom, CA 95630

RE: Cresleigh Homes Projects; Folsom Apartments & Cresleigh Ravine Homes

Dear Mr. Banks, Honorable City Council Members and Planning Commissioners:

We the undersigned, residents of Folsom, are writing you in support of the Cresleigh Homes project at the intersection of Willard Drive and Iron Point Road. It is our understanding that the builder Cresleigh Homes has met with the residence directly affected by this development and has come to an understanding satisfactory to both parties to minimize the effects of the new development. We believe that the residence directly affected should have the most input into how this development will affect their property and quality of living. That is why we support their decision.

In addition, the decision to build high end apartments on the parcel directly behind Safeway and the home development across the street will greatly benefit the retail stores in the surrounding areas. There are a number of vacancies currently, and the new developments will bring more business to the existing businesses and bring in new businesses that benefit the entire area including Natoma Station and Prairie Oaks.

  
Richard Simpson  
  
Jyl Simpson  
  
Kara Robinson  
  
Sherrill Roberts  
  
Misty Rafferty  
  
Tina Lull  
  
Chuck Walsh  
  
Jennifer Jones

163 BAYLINE CIR  
163 BAYLINE CIR  
116 ARROZO CT  
120 Yankton  
120 Yankton  
110 Blodgett Drive  
110 Blodgett Dr  
105 DONALDSON Way



July 12, 2016

City of Folsom

Steven Banks, Senior Planner

Planning Services

50 Natoma Street

Folsom, CA 95630

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*Robert Concha*  
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*Doreen Lujan*  
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*Dominic Hernandez*  
*Pete J. Rosado*  
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*105 Donaldson Way*  
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*114 Kennel Way*  
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*128 Austin Pkwy*  
-----  
*182 Bayline Circle*  
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July 12, 2016

City of Folsom

Steven Banks, Senior Planner

Planning Services

50 Natoma Street

Folsom, CA 95630

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We support this development and the potential growth and success of our businesses and future businesses to service this community.



Jeanne  
Chao Shichen

Jeanne Zhang

Uroo U Pan





Cynthia Guenter

Jorge Jacobale

Bent Lotus 8

Frank Garcia

Steve Sheehan - Drop Zone Computers

Fresh mex  
SHOGUN Habich

Cheesesteak & Grill Stop

Burgerscity

EMPEROR'S Garden

~~Jessi Marchants~~ jessi James salon

teriyaki station

STyle Lounge Salon

ARGOS CAFE

TAQUERIA loco



July 12, 2016

City of Folsom

Steven Banks, Senior Planner

Planning Services

50 Natoma Street

Folsom, CA 95630

RE: Cresleigh Homes Projects; Folsom Apartments & Cresleigh Ravine Homes

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We support this development and the potential growth and success of our businesses and future businesses to service this community.

*Kate Castro*

LESLIE EVANS

Alexandria Bell

*Karouf*

*JM Green*  
Five Past Float Spa



June 30, 2016

City of Folsom  
Community Development Department  
Steven Banks  
50 Natoma Street  
Folsom, CA 95630

Dear Steve,

I am writing to you on behalf of the Cresleigh Homes application which proposes single family and multi-family development at the intersection of Iron Point Road and Willard Drive, directly across the street from Intel. The main mission of the Folsom Chamber of Commerce and Folsom Economic Development Corporation is to support economic development with an emphasis on attracting and retaining employment centers. These employment centers are a vital link to our strong Folsom economy and serve as an anchor to existing and future residents of our community.

In touring other cities that are successful in retaining and growing employment, there are common themes of proximity to a diversity of housing (for sale and rental) close to employment centers as well as vibrant retail hubs. Cresleigh's proposed project is a model for this type of extended technology campus where future homeowners and renters can walk or ride their bicycle to work as well as nearby shops and stores.

Through projects such as the one Cresleigh is proposing, we are hopeful to expand and build a more integrated Folsom where our young people, after college, will want to move back to begin their professional lives. The proposed Cresleigh Homes' project provides much needed technology workforce rental housing and for sale homes, with the smaller home lot design at a price attainable to a variety of Folsom residents including millennials who are ready to purchase homes and baby boomers who desire a smaller home. The ability to work at one of Folsom's technology companies and own a brand new, state of the art, energy efficient home that is within walking distance to employment would be very attractive and is the type of technology campus that will drive our ability to attract new technology companies to Folsom.

We are confident that the proposed use and project design will invigorate this area of Folsom. It would also serve to further anchor Intel's entrance and become an important link to the existing neighborhood and retail centers. It is a model of the type of integrated uses and location that we believe is important to our thriving community.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Joe Gagliardi'.

**Joe Gagliardi**  
President/CEO  
The Greater Folsom Partnership



**Moneta Ventures, LLC**  
785 Orchard Drive, Suite 150  
Folsom, California 95630  
916.270.2700  
[MonetaVentures.com](http://MonetaVentures.com)

June 30, 2016

City of Folsom  
Steven Banks, Senior Planner  
Planning Services  
50 Natoma Street  
Folsom, CA 95630

Via email: [sbanks@folsom.ca.us](mailto:sbanks@folsom.ca.us)

Dear Steven,

I support the residential communities being proposed by Cresleigh Homes at Willard Drive and Iron Point Road. As the Managing Partner of a technology venture fund, I observed the ability to recruit talented employees is critical to the success of technology companies. Providing a variety of housing types designed for the technology community, close to Folsom's tech employers, is significant and will assist these companies in attracting and retaining their employees.

Sincerely,

A handwritten signature in blue ink that reads "Lokesh Sikaria".

Lokesh Sikaria



## Steven Banks

---

**From:** Kathy Noia <knoia@yahoo.com>  
**Sent:** Thursday, June 30, 2016 1:28 PM  
**To:** Steven Banks  
**Subject:** Re: Cresleigh Homes proposed rezoning, Iron Point & Willard

I have been working with Rick Hansen, the engineer for Cresleigh on this project. He is making design changes that will relieve my concerns about fire hazards on the property to be added to the back of my current boundary. I no longer have reasons to object to their proposal, as long as the boundary adjustment we agreed upon is carried out.

Thanks.

Kathy Noia  
176 Bayline Circle  
Folsom, CA 95630

---

**From:** Steven Banks <[sbanks@folsom.ca.us](mailto:sbanks@folsom.ca.us)>  
**To:** Kathy Noia <[knoia@yahoo.com](mailto:knoia@yahoo.com)>  
**Sent:** Friday, June 17, 2016 8:22 AM  
**Subject:** RE: Cresleigh Homes proposed rezoning, Iron Point & Willard

Good morning Kathy,

Thank you for taking the time to express your thoughts regarding the proposed Cresleigh Ravine and Campus project.

Best regards,

Steve

Steve Banks  
Principal Planner  
City of Folsom  
[sbanks@folsom.ca.us](mailto:sbanks@folsom.ca.us)  
(916) 355-7385

---

**From:** Kathy Noia [<mailto:knoia@yahoo.com>]  
**Sent:** Friday, June 17, 2016 7:20 AM  
**To:** Steven Banks  
**Subject:** Cresleigh Homes proposed rezoning, Iron Point & Willard

One of the attractions of living in Folsom is the City's emphasis on protecting the environment and providing facilities for residents and visitors to enjoy life in this area. We have major walking and biking paths, many green spaces and parks, as well as green belts to enhance attraction for people as well as wildlife.

June 20, 2016

Steven Banks, Senior Planner  
Planning Services  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

Planning Commission – Ross Jackson, Chair; John Arnaz, Vice Chair, Marci Embree;  
Jennifer Lane; Brian Martell; Tom Scott.

RE: Rezoning of corner lot, Northwest Corner Willard Drive & Iron Point

I am writing on behalf of the Natoma Station Community Organization Board following our review of the proposed re-zoning and Planned Development of this lot. Each of us have lived in Natoma Station since our homes were built in 1992-1993 and have participated in many efforts to enhance our neighborhood as a number of development proposals have been filed in the intervening years. Several of us have met with the current developer's representatives and toured the site with their staff.

We have discussed the information that was received at the meetings and during the site tour. We have concluded that the development, as proposed, is not an acceptable proposal and is of no benefit to our community. This is specifically in regards to the deforestation of the site during grading and the lack of any plan that the resulting development has for the retention or re-development of a greenbelt such as that which currently exists. We have asked the developer more than once if any trees would be retained, if trees would be re-planted to screen the proposed retention wall, fence and rooftops and suggested that some other type of development would be better suited to the site. The answers were no to all questions and we were told that if we insisted on trees being retained that they would put a strip mall on the site.

We believe it is possible to either re-design the current plan or put something on this site that allows for the retention or development of a greenbelt that would compliment the adjacent greenbelt and screen walls and rooftops from the existing neighborhood. Townhomes, two story condominiums with an adequate setback would accomplish that goal. Two and three story buildings currently exist on Iron Point, near Black Diamond that have adequate setbacks and green screening which prevent them from being intrusive in the neighboring homes yards.

Sincerely,

  
Barbara Leary

Drew Johnson



  
Dave Stanley

  
Pam Johnson

  
Teresa Stanley

  
Joe Marceau

## Steven Banks

---

**From:** Muriel Brounstein <mbrounstein@att.net>  
**Sent:** Wednesday, July 06, 2016 10:32 PM  
**To:** Steven Banks  
**Cc:** Muriel Brounstein  
**Subject:** Save the Heritage Oaks

To Steve Banks  
Planning Department

As a 26-year homeowner in Folsom and in Natoma Station, I am very upset about the proposed development plan which would remove 148 trees, 30 of which are Heritage Oaks, and are protected under State law, from the development on Prairie City and Willard.

While my house does not abut this area, we were told when we moved here that this would always be a greenbelt area.

This destruction would be a loss of habitat for birds and other wildlife, and a degradation of the beauty and value of the abutting properties.

The existing greenbelt area should remain between the proposed and the existing homes. And the Heritage Oaks should not be destroyed.

Thank you for your consideration of this matter.

Muriel Brounstein  
101 Perkins Station Way, Folsom  
(916) 351-1736  
[mbrounstein@att.net](mailto:mbrounstein@att.net)

## Steven Banks

---

**From:** Kathy Noia <knoia@yahoo.com>  
**Sent:** Friday, June 17, 2016 7:20 AM  
**To:** Steven Banks  
**Subject:** Cresleigh Homes proposed rezoning, Iron Point & Willard

One of the attractions of living in Folsom is the City's emphasis on protecting the environment and providing facilities for residents and visitors to enjoy life in this area. We have major walking and biking paths, many green spaces and parks, as well as green belts to enhance attraction for people as well as wildlife.

My 92-year old mother and I have lived on Bayline Circle in Folsom since 2003. We celebrated her 90th birthday with friends and neighbors in our back yard, surrounded by trees and shrubs endemic to this area. Yes, scrub oak and Foothill Pines, which many people call Digger Pines and belittle as worthless and short-lived. But they belong here, this is their environment, and they attract a lot of wildlife. Maybe not nesting spots, but I have heard the lonesome call of the Great Horned Owl hooting to its mate in the still of the night, and seen the pair sitting in nearby Foothill Pines.

Our house will be affected by the proposed clear-cutting of the Cresleigh development abutting our back yard. The scenery along Bayline Circle will be compromised by the destruction of trees providing the backdrop to the homes along this street. And, if the proposed development abandons the area between the proposed fenceline of their development and the property line of current homeowners, it is unclear whether new trees or shrubs will be planted, or whether soil or water will be available to support vegetation.

There is also a question of who will maintain the spare property once Cresleigh abandons it. The current landowners whose property abuts the land? Who will clear it of unwanted weeds and eliminate fire hazards? We often have very dry summers after a rainy Spring, and weeds can flourish. There is no way my 92-year old mother or I can climb the 45 degree angle of our back yard to reach the weeds and mow them down. Nor would it be accessible by hired help, especially if chunks of property are deeded to current landowners and fences are constructed to divide the land of one neighbor from the next. There is no easy access to this worthless piece of land from my property, nor is there soil or water available for beneficial plants to thrive.

I'm probably in the minority among the property owners abutting the Cresleigh development. Others may have better access, and are enticed by the idea of receiving "free" land. I would prefer to have a greenbelt, if possible, without fences between neighbors on this "free" land. This would allow access for fire prevention equipment, or fire equipment for that matter, in case a fire breaks out.

Just my opinion.

Kathy Noia  
176 Bayline Circle  
Folsom, CA 95630

Sandra and David Lunceford  
121 Kennar Way  
Folsom, CA 95630

June 15, 2016

Steve Banks, Senior Planner  
City of Folsom  
50 Natoma St  
Folsom, CA

RE: Cresleigh Ravine

Dear Mr. Banks,

Please find attached Site Grading and Historical Research, dated March 29, 1990, for Natoma Station. You will find confirmation of historic mining activities at the site of the Proposed Cresleigh Ravine Project that represent important historical resources for the City of Folsom. During our walk through of the site with project proponents, the Natoma Station neighbors were told that all trees would be "clear cut" and the site "bulldozed" In my opinion a large part of Folsom's charm is its history. As an active member of the Folsom Historical Society and as a Folsom resident living in the Natoma Station Neighborhood (a street away from this project), I encourage the City to make a concerted effort to identify, protect and preserve these extremely valuable historic resources that contribute to Folsom's unique history. I am quite concerned with the proponents propensity to "bulldoze" first "because there is no room to build otherwise."

Secondarily the neighborhood has enjoyed this beautiful greenbelt behind our homes for more than 20 years. While it has been made clear that the project will involve construction of an 18 foot concrete wall, I am aware of no effort at shielding or beautifying this wall from observation points within and from without the neighborhood. I suggest installation of a small green strip of trees along the Natoma Station Neighborhood side of the 18 foot concrete wall to at least minimally perpetuate the natural background beauty of our neighborhood. Project approval would stipulate perpetual maintenance of this small strip that would camouflage and beautify this otherwise unsightly concrete wall.

Your consideration is greatly appreciated. I look forward to a project that is agreeable to everyone in the area.

Sincerely,  
Sandra and David Lunceford  
121 Kennar Way  
Folsom



Prepared

March 29, 1990

NATOMA STATION — RESIDENTIAL AREA  
Natoma Station Drive and Turnpike Drive  
Folsom, California  
L & a No. 89-15

49800000

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APPENDIX



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## LOWRY & ASSOCIATES



NATOMA STATION - RESIDENTIAL AREA  
Natoma Station Drive and Turnpike Drive  
Folsom, California  
L & a No. 89-15  
March 29, 1990

### INTRODUCTION

This report summarizes the results of testing and observation conducted by LOWRY & associates with regards to the underground mine workings within the residential area of the Natoma Station Development. Our firm has observed the excavation and backfilling of known subsurface mine workings on Unit No. 6. We have coordinated and supervised magnetic, seismic, conductivity, ground penetrating radar, and ultrasound surveys conducted by associate geophysical exploration firms. We have also discussed the subsurface mine workings problem with several experts in the area of locating abandoned mine workings.

Our findings, conclusions and recommendations are presented below. Attached are maps of the Natoma Station area showing dredged/undredged portions of the site and the location of cut/fill lots within the undredged portions of the property. Reference is made to our Preliminary Soil Report for the proposed construction dated March 29, 1979, L & a No. 79-73 and our geotechnical review letters dated April 15, 1988 and March 31, 1989, L & a No. 88-72. We have also reviewed project grading plans prepared by The Spink Corporation of Sacramento, California.

The residential portion of the Natoma Station development involves the construction of 739 lots for the development of single-family detached dwelling units. Additional improvements in the area include streets, sidewalks, and underground utilities.

### FINDINGS

#### Site Grading

Representatives of this company observed lot and roadway grading within the residential areas of the Natoma Station project from January 17, 1989 through June 26, 1989. The lots on the project were graded using large equipment such as Caterpillar paddle-wheel and push scrapers and Caterpillar tractors. The surface of every lot was compacted by presoaking the lot with water and traversing the lot with a compactor using a vibratory type drum.

Page 2  
March 29, 1990  
L & a No. 89-15

**LOWRY & ASSOCIATES**

This procedure was conducted in attempts to disclose subgrade instabilities during the grading process. Instabilities disclosed by this process were removed and replaced with compacted fill material.

During site grading, an adit was observed entering the slope to the rear of Lot 15, Unit No. 5, and in a sewer trench excavation beneath Lot 176, Unit No. 2. Subsurface mine workings were not observed in any other utility trenches excavated on the residential area of Natoma Station. Subsequent to site grading small depressions were observed upon Lot 26 of Unit No. 4, and Lot 80 of Unit No. 6. The depression on Lot 26 of Unit No. 4 appeared to connect to an adit which extended beneath Lot 2 of Unit 5. These depressions were observed after intense rainfall and were the result of fine grained soil washing into subsurface mine workings.

Excavation of the mine workings observed on Unit No. 6 was begun on January 18, 1990 and revealed an extensive network of open and partially filled mine adits and tunnels beneath Lots 67, 68, 69, 70, 78, 79 and 80 of Unit No. 6. These mine workings were removed, replaced and recompactd in accordance with our recommendations.

Historical Research

The Natoma Station development is located in an area of extensive mining activity which reportedly was hand mined in the late 1800's and early 1900's and then was dredged from the early to the middle 1900's. Hand mining on the Natoma Station property consisted of hand sluice mining characterized by the so-called Chinese diggings located at the southwest corner of the development and by underground tunneling on the remainder of the site. These underground workings consisted of small adits (a nearly horizontal, underground excavation with only one opening to the surface) and rooms which followed the contact between the alluvial gravel material and an underlying cemented volcanic sandstone/siltstone. These adits were excavated along this contact without any particular orientation or plan. Early miners would simply follow an area that was promising to them and when it played out, branch out in another direction frequently partially backfilling their initial adit with the materials derived from the excavation of their secondary adit. This resulted in a squirrel hole type arrangement of numerous adits frequently only large enough for the prospector to crawl through. No effort was ever made to map these areas or determine the location of the underground adits.

Page 3  
March 29, 1990  
L & a No. 89-15

Subsequent to this activity, dredging operations were employed to excavate material to depths of 60 to 80 feet below existing ground surface. The underground mine workings within the dredged areas of the site were destroyed during the dredging operations. The majority of the Natoma Station project was dredged. There are several areas, however, that were bypassed by the dredges and these natural deposits remain on the site, some of which contain subsurface mine workings.

We have discussed the subsurface mine working problem with Gary Colaizzi of Goodson and Associates located in Denver, Colorado. Mr. Colaizzi is a mining engineer who specializes in the location of abandoned mine workings. He indicated that the method he uses involves drilling borings into mine workings and lowering television cameras into the workings to photograph their extent. Mr. Colaizzi indicated that this method is usually applicable only to large scale mining such as coal mines where maps of tunnels are available. He did not feel his method had any application to the Natoma Station project.

We reviewed an aerial photograph of the subject property from March 29, 1928, supplied by the Fairchild Aerial Photograph Collection of Whittier College. We have also reviewed aerial photographs dated July 13, 1961, July 8, 1963, March 10, 1968, March 21, 1971, April 7, 1974, May 18, 1976, May 1, 1978, April 13, 1981, September 25, 1984, April 16, 1986, April 16, 1987, and July 20, 1988, supplied by Cartwright Aerial Surveys of Sacramento, California. Our review of these photographs did not reveal any indications of mine adits or tunnels on the Natoma Station property. These photographs were used in compiling the map of the dredged and undredged areas on the site.

### Testing

Mine workings beneath Lot 26 of Unit No. 4 and Lot 7 of Unit No. 5 were left undisturbed to facilitate their use for test cases to determine whether the mine workings could be discovered using conventional geophysical methods. A seismic refraction survey and ground magnetic survey were conducted by Bailey Scientific on Lot 26 of Unit No. 4 and Lot 7 of Unit No. 5 on January 10, 1990. These surveys were not successful in revealing the presence of the known underground mine workings beneath these lots. The results of this survey are contained in the Appendix.

On January 22, 1990, Spectrum ESI conducted a ground penetrating radar survey over Lot 26 of Unit No. 4 and Lot 7 of Unit No. 5 using a 300 mhz radar probe. The following afternoon, a backhoe



Page 4  
March 29, 1990  
L & a No. 89-15

## LOWRY & ASSOCIATES

trench was excavated along the course of their survey to correlate the results of their survey with the actual ground conditions. A water filled adit which the ground penetrating radar survey had not revealed was uncovered during the excavation of this trench. Spectrum personnel indicated that with the failure of the magnetic, seismic refraction and ground penetrating radar surveys, a conductivity survey would be the best course of action to take at this point. It was their opinion that while the conductivity survey had only a small chance of success, it was the only viable method left open to be investigated.

On February 20, 1990, Bailey Scientific conducted a conductivity survey over Lot 7 of Unit 5 and Lot 176 of Unit No. 2. No anomalies were encountered using the conductivity equipment over known mine workings beneath these lots. Results of this survey are also included in the Appendix.

We spoke with Pol Mairesse of Earthprobe, Inc., and Harry Short of Western Geological Consultants. Mr. Mairesse and Mr. Short also toured the Natoma Station project. Mr. Short had proposed the use of magnetic surveying to locate the mine workings on the site, while Mr. Mairesse had proposed the use of seismic reflection surveying in conjunction with electrical resistivity surveys to locate the subsurface mining workings. These methods have proved successful at locating large tunnels and rooms in underground hard rock mines.

### CONCLUSIONS AND RECOMMENDATIONS

Mine workings at this site have been encountered within the undredged areas of the property only. Mine workings within the dredged portions of the site would have been destroyed during the dredging operations. In addition, undredged lots that have had a substantial amount of fill material placed on the lot would also not appear to be at risk from subsurface mine workings.

The extensive testing programs conducted for this site indicates that geophysical methods are unable to reliably identify the locations of mine workings at the Natoma Station property. Direct identification of the mine workings by boring or trenching is considered the only reliable method of determining the extent and location of the mine workings.

We recommend that the mine workings located on Lot 7 of Unit 5 and Lot 26 of Unit 4 be excavated in the presence of our field representative and backfilled with material compacted in accordance with above referenced soils report. The subsurface adit located on Lot 176 of Unit No. 2 should be overexcavated and similarly backfilled with material in accordance with the recommendations of the above referenced report. The adit located to the rear of Lot 15 of Unit No. 5 should have a drainage device placed in it to facilitate drainage of water which collects in the adit. Once the drain has been installed, a permanent seal should be placed in the collar of the adit. Our personnel have reviewed site conditions on a continual basis throughout the winter and have not observed any new indications of mine workings on the project. If new indications of subsurface mining activities are located, our firm should be notified at once for further recommendations.

Earthprobe, Inc. has submitted a proposal to find the subsurface mine workings which calls for the performance of electrical resistivity and seismic reflection surveys on Lots 7 through 12 of Unit No. 5 and Lots 25 and 26 of Unit No. 4. This survey would comprise a test area to determine whether these methods are acceptable for this site. The cost of this survey has been estimated at \$16,000. The methods proposed by Earthprobe have been used successfully to locate mine adits and tunnels for hard rock mines where the location of some adits are known. At this site, however, we are dealing with a highly variable soil condition with unknown tunnel locations and it is our opinion that there would be little chance of success for their test program.

As further assurance against the possibility of subsurface mine workings beneath the home lots, lots within the undredged areas of the site could be trenched or drilled using a 12-inch or larger diameter auger. This would allow visual examination of the subsurface material and would provide the greatest degree of confidence as to whether mine workings were located on the individual lots.

#### LIMITATIONS

The recommendations of this report are based upon the information provided regarding the proposed improvements as well as the subsurface conditions revealed by the testing program and excavations. If construction concepts change from those stated in this report, or if it is found during construction that subsurface conditions differ from those described by the testing

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March 29, 1990  
L & a No. 89-15

programs, then the conclusions and recommendations hereabove shall be considered invalid, unless the changes are reviewed and the conclusions and recommendations approved in writing.

We emphasize that this report is applicable only to the proposed construction, as described herein, and should not be utilized for design and/or construction on any other site.

LOWRY & associates



C. LEE LOWRY  
Registered Geotechnical Engineer  
No. 539

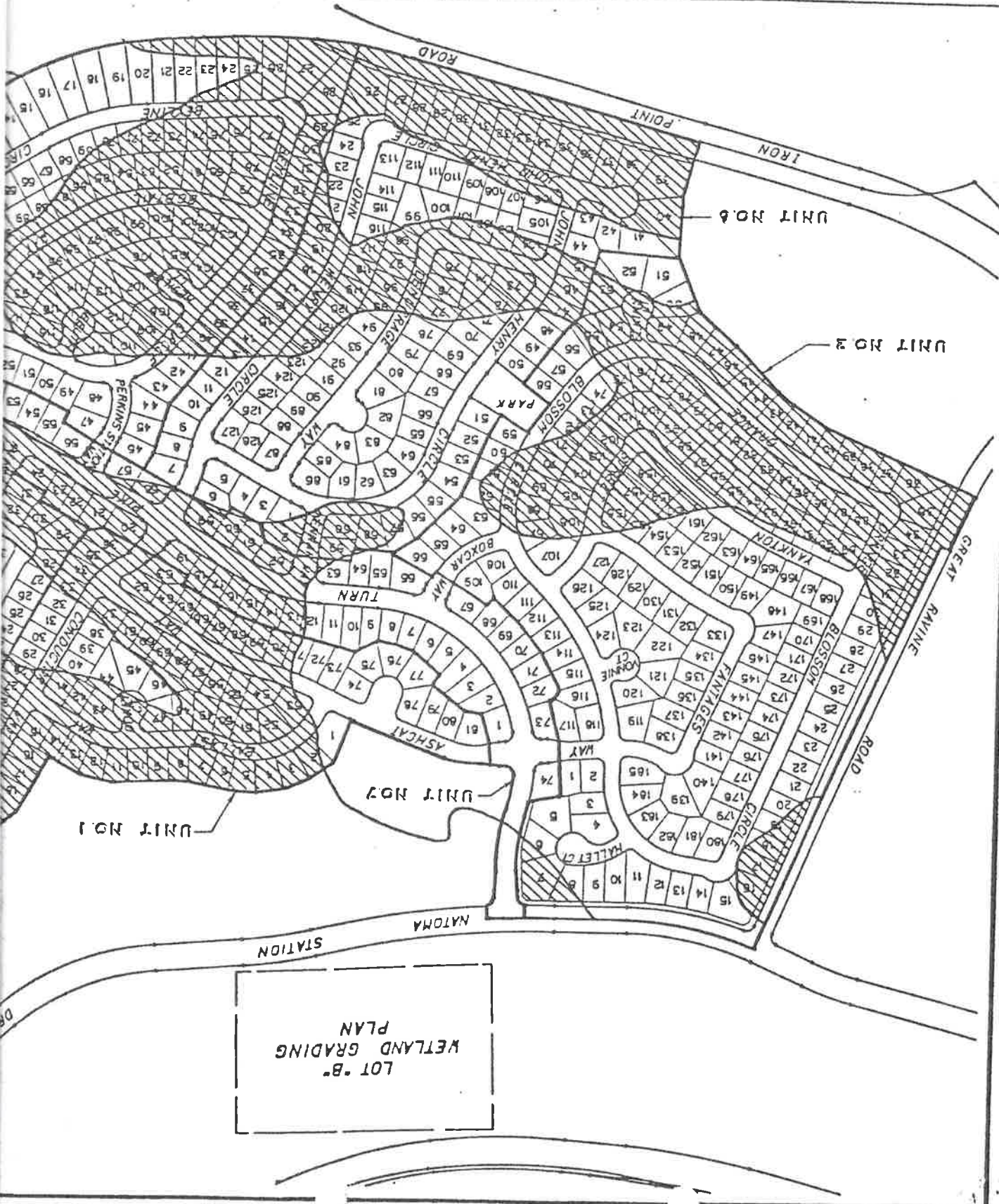


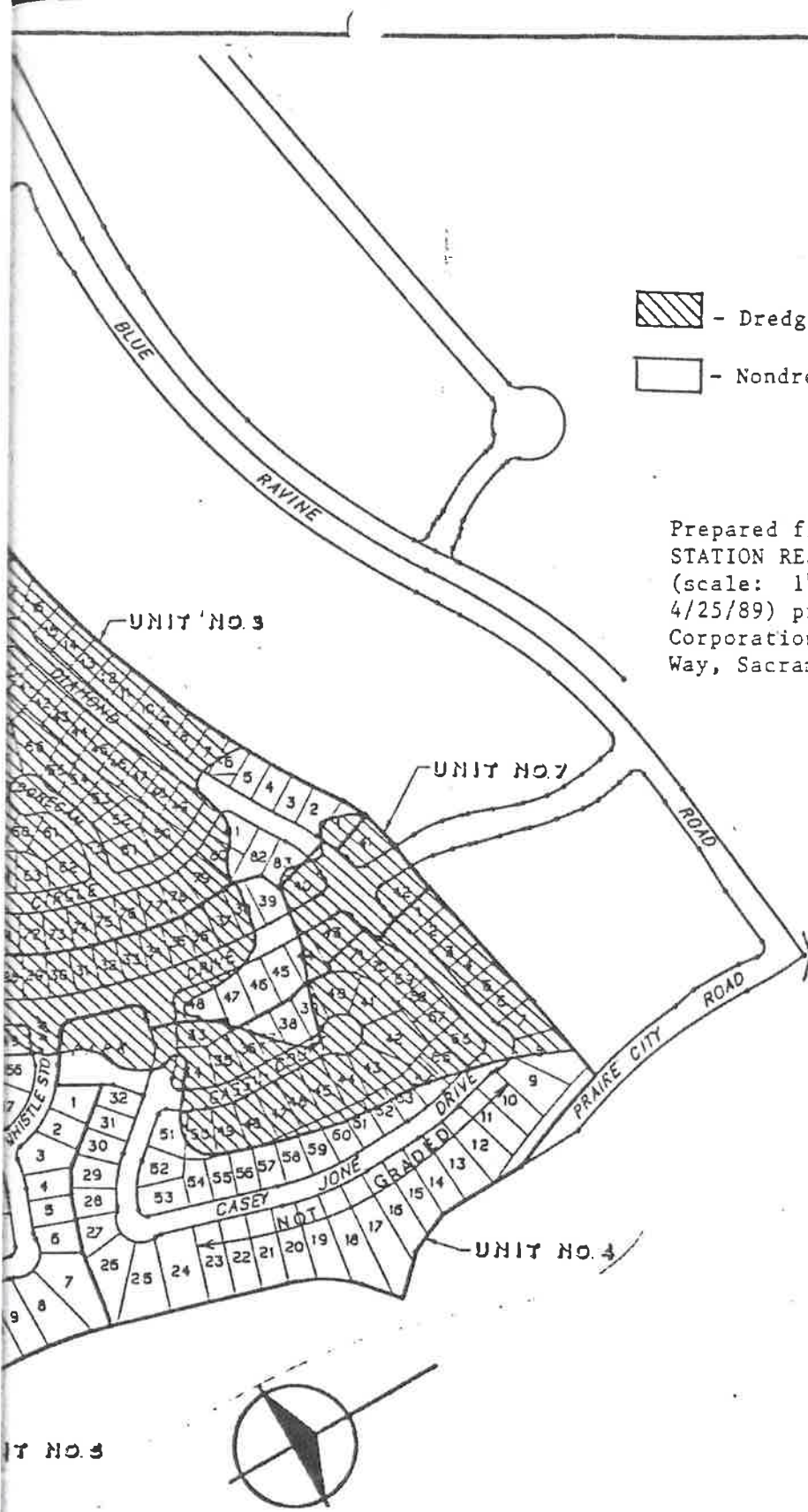
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
**LOWRY & ASSOCIATES**  
**GEOTECHNICAL ENGINEERS**

**DRAWN BY:** C.C. Barby  
**CHECKED BY:** T.A. Williams  
**SCALE: FEET**  
0 200 400





- LEGEND -

-  - Dredged areas of the site
-  - Nondredged areas of the site

- NOTES -

Prepared from Sheet 2A of the "NATOMA STATION RESIDENTIAL GRADING PLANS" (scale: 1" = 200'; undated, revised 4/25/89) prepared by The Spink Corporation, 2590 Venture Oaks Way, Sacramento, California 95833.

**SITE PLAN**

NATOMA STATION  
 Pine Road and Prairie City Road  
 Folsom, California



**PROJECT NO:** 89-15  
**DATE:** 4/90  
**PLATE NO:** 1



## Steven Banks

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**From:** Marks, Ray <Ray.Marks@anritsu.com>  
**Sent:** Monday, June 20, 2016 9:31 AM  
**To:** Steven Banks  
**Subject:** Natoma Station

Hi Steve,

I am a resident of Natoma Station. I moved here about 13 years ago and own two homes in Natoma Station. While I think we've all expected something to be built on the empty lot behind Safeway none of us expected the forest to be clear cut on Willard to build homes. I think the City is making a big mistake by not keeping one of the few forested areas in Natoma Station area left. Ultimately these clear cut, re-grade and build decisions will bring home values down as people hear that Folsom is going to have much worse traffic and less open space. If you aren't aware that many homeowners are already thinking of moving due to the increased traffic and South of 50 development you are living in a bubble. If Intel has more layoffs it'll get worse. Which brings up the question, "who are we building these homes for?" Intel is not growing. We also have empty industry sites now.

Re the lot across from Intel, fyi, Intel employees are not supporting the restaurants in the Safeway center now, so what makes the planning dept think that more stores will succeed? It'll probably end up being be a nail salon and a few fast food franchises. Remember though that even an expensive build-out Baja Fresh couldn't make it in the Safeway center.

Back to Wallard, in my opinion planning must include retaining beauty as well as limiting housing growth to job growth.

I have read that the developers are willing to donate some clear cut land between the existing homes and a new retaining wall. The homeowners would lose the existing buffer of trees behind their homes in place of flat land, that they would evidently have to replant and provide water for??? This is unacceptable.

I don't have a house that would be impacted. I am just concerned, and think these two developments needs go back to the drawing board and put the existing Natoma Station homeowners concerns at an even level as developers.

Thank you,  
Ray Marks

## Steven Banks

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**From:** NJ-Ross@comcast.net  
**Sent:** Tuesday, June 21, 2016 2:56 PM  
**To:** Steven Banks  
**Subject:** Natoma Station Community Meeting

I wish to express my concerns about the proposed development by Cresleigh Homes. I find it hard to envision an Environmental Impact Report supporting the removal of the "forest". Grading the property to an elevation above the rooftops on Bayline Circle does not show any consideration for the existing homeowners and what an ugly view for the other residents on Bayline Circle. Not to mention that the architectural design of these homes is terrible.

It took the residents on Bayline Circle several years to get the City of Folsom to correct the drainage problems cause by the development of the townhouses. How many problems will be left when this development is completed "above the rooftops"?

My comments are a waste of time, as I am sure everything has been well greased with the Planning Commission and the City Council.

Nancy Ross  
171 Bayline Circle

## Steven Banks

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**From:** Ashley Haller <ashleyh99@att.net>  
**Sent:** Saturday, August 15, 2015 5:45 PM  
**To:** Steven Banks  
**Subject:** RE: Creseigh Ravine Multi-Family Apartment Development

Hi Steve,

My husband and I own a home in Natoma Station off of Turnpike Drive. We are stunned that yet another apartment building is being considered for this area. We are swimming in apartments already and have surely surpassed a reasonable saturation point. The number of apartments in our area is drastically out of balance with the number of apartments in other areas of Folsom, such as the Empire Ranch area, Broadstone, Briggs Ranch area, etc. I feel as though our part of Folsom has become a dumping ground for apartment buildings. Surely the apartments should be dispersed more evenly throughout Folsom. It sounds like a great investment opportunity for Folsom Residences LLC, but what about our preexisting investment? When you buy a home it is also an investment and we are deeply concerned. We are unable to attend the 8/19/15 meeting as it is too early in the evening unfortunately. Please, pretty please, do not allow more apartments to be built in this area of Folsom. We would greatly appreciate a response from you concerning this issue. Thank-you.

Sincerely,

Ashley Haller

My 92-year old mother and I have lived on Bayline Circle in Folsom since 2003. We celebrated her 90th birthday with friends and neighbors in our back yard, surrounded by trees and shrubs endemic to this area. Yes, scrub oak and Foothill Pines, which many people call Digger Pines and belittle as worthless and short-lived. But they belong here, this is their environment, and they attract a lot of wildlife. Maybe not nesting spots, but I have heard the lonesome call of the Great Horned Owl hooting to its mate in the still of the night, and seen the pair sitting in nearby Foothill Pines.

Our house will be affected by the proposed clear-cutting of the Cresleigh development abutting our back yard. The scenery along Bayline Circle will be compromised by the destruction of trees providing the backdrop to the homes along this street. And, if the proposed development abandons the area between the proposed fenceline of their development and the property line of current homeowners, it is unclear whether new trees or shrubs will be planted, or whether soil or water will be available to support vegetation.

There is also a question of who will maintain the spare property once Cresleigh abandons it. The current landowners whose property abuts the land? Who will clear it of unwanted weeds and eliminate fire hazards? We often have very dry summers after a rainy Spring, and weeds can flourish. There is no way my 92-year old mother or I can climb the 45 degree angle of our back yard to reach the weeds and mow them down. Nor would it be accessible by hired help, especially if chunks of property are deeded to current landowners and fences are constructed to divide the land of one neighbor from the next. There is no easy access to this worthless piece of land from my property, nor is there soil or water available for beneficial plants to thrive.

I'm probably in the minority among the property owners abutting the Cresleigh development. Others may have better access, and are enticed by the idea of receiving "free" land. I would prefer to have a greenbelt, if possible, without fences between neighbors on this "free" land. This would allow access for fire prevention equipment, or fire equipment for that matter, in case a fire breaks out.

Just my opinion.

Kathy Noia  
176 Bayline Circle  
Folsom, CA 95630

## Steven Banks

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**From:** Sheryl Lenzie <sheryl78@gmail.com>  
**Sent:** Monday, August 10, 2015 1:15 PM  
**To:** Steven Banks  
**Subject:** Re: Info on proposed Creseigh Ravine MF development - PN 10-252

Thanks Steve. So just to be certain what you wrote, the PC won't be meeting at all on the 19th? Or is it that they are meeting on the project, but as a hearing item?

A couple thoughts as I quickly looked at the project materials. Can the developers extend some of the front-side architectural elements to the rear elevations of the single family homes to reduce the blankness of the rear walls? In other words, require the developer to design the SF units with four-sided architectural elements.

Another comment: How is the developer going to restrict access to the triangular pieces in the back of the proposed SF homes? It seems like a nuisance area for homeless and young people to congregate, especially if there are no "eyes" on those open space areas. In addition, on occasion, homeowners use open space areas behind their fence as a dumping ground. What type of fencing will be provided along the back of the SF homes? Anyway, it's something important to consider from a nuisance and safety aspect. This is especially so if the design sets up the open space area as an area without a sense of responsibility or ownership just because the site doesn't fit well with their intended lot layout.

Thanks again for sending the information.

On Mon, Aug 10, 2015 at 8:53 AM, Steven Banks <[sbanks@folsom.ca.us](mailto:sbanks@folsom.ca.us)> wrote:

Good morning Sheryl,

I wanted to let you know that the Cresleigh Ravine project will not be reviewed by the Planning Commission on August 19<sup>th</sup> as an information item. I have attached some project details for you to review.

Best regards,

Steve

Steve Banks



## Steven Banks

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**From:** Muriel Brounstein <mbrounstein@att.net>  
**Sent:** Wednesday, July 06, 2016 10:32 PM  
**To:** Steven Banks  
**Cc:** Muriel Brounstein  
**Subject:** Save the Heritage Oaks

To Steve Banks  
Planning Department

As a 26-year homeowner in Folsom and in Natoma Station, I am very upset about the proposed development plan which would remove 148 trees, 30 of which are Heritage Oaks, and are protected under State law, from the development on Prairie City and Willard.

While my house does not abut this area, we were told when we moved here that this would always be a greenbelt area.

This destruction would be a loss of habitat for birds and other wildlife, and a degradation of the beauty and value of the abutting properties.

The existing greenbelt area should remain between the proposed and the existing homes. And the Heritage Oaks should not be destroyed.

Thank you for your consideration of this matter.

Muriel Brounstein  
101 Perkins Station Way, Folsom  
(916) 351-1736  
[mbrounstein@att.net](mailto:mbrounstein@att.net)

## Steven Banks

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**From:** Trees Sacramento <trees4sacto@sbcglobal.net>  
**Sent:** Thursday, June 23, 2016 11:29 AM  
**To:** Steven Banks  
**Subject:** tree inventory

Dear Mr. Banks

Representatives of Trees Sacramento were present at the community meeting last night on the Cresleigh project. We wanted to introduce ourselves, but did not get the opportunity. We'd like to talk to you about this project. Our names are Jude Lamare and Jim Pachl and our phone number is 844-7515. Trees for Sacramento is a countywide advocacy group for tree and canopy preservation.

A number of questions have come up for us.

- 1) the Arborist Report posted in the Appendix for the project environmental review does not contain the tree inventory. Please email us that document?
- 2) while the posted document says that mitigation is to be determined for tree removal, the project representative stated last night that fees had already been paid and city would determine mitigation. Could you clarify?
- 3) we would like to know more about the City's Tree Preservation Fund. Specifically, what is the balance in the account? What have been the income and expenditures for the account in the last five years?
- 4) when was the Intel project was approved and what Intel's expectation for this property at that time? Was there any open space requirement for that project approval? Or in the specific or community plan?
- 5) how do you anticipate sharing the comment letters from public agencies with the public? We would specifically like to see the comment letters from Fish and Wildlife and Central Valley Water Quality Control.

Thank you,

Jude Lamare and Jim Pachl  
Trees Sacramento  
[trees4sacto@sbcglobal.net](mailto:trees4sacto@sbcglobal.net)

## Steven Banks

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**From:** Brandon Moore <waterboysmc@gmail.com>  
**Sent:** Monday, June 20, 2016 5:30 PM  
**To:** Steven Banks  
**Subject:** Union Square Community Meeting

Hello Sir,

I unfortunately will not be able to attend the meeting on Wednesday, 06-22-16, due to previously arrangement. Why does Cresleigh Homes wants cut down the beautiful redwoods? If this company does cut down the trees will they plant new trees in their place? With the new housing did they think about increased traffic and noise? Will they do construction during work hours and/or weekends? Instead of building apartments and single family homes JUST build single family homes, and PLANT TREES. Is the company owner a Democrat or Republican?

Sincerely,

Brandon  
Union Square Community Resident.

## Steven Banks

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**From:** LJ Laurent <ljl Laurent@att.net>  
**Sent:** Thursday, June 23, 2016 9:13 AM  
**To:** Steve Krahn  
**Cc:** Bruce Cline; Steven Wang; Christa Saunders; Steven Banks; Lorraine Poggione  
**Subject:** PN 2010 252 aka PN 2015 162

To: City Engineer S. Krahn  
cc: City Attorney, City Clerk  
cc: Planning file PN 2010 252 (aka PN 2015 162)  
June 23, 2016

Re: General Plan Amendments, rezone, maps, exceptions, easements laws

One who keeps the title City Engineer has legal duties. It appears city did not abide by CEQA laws, OPR Clearinghouse/Brown Act, state law mandating any land use changes provide hard proof of a ten year water supply for new development (particularly high-density housing). Plans are for same large parcels and sole difference appears to be the Sacramento County Tax default under the first applicant's name. Renumbering is not appropriate because we require to know what other faults lie in the first application.

There is also the issue of discussions of Grading, Construction, Tree Ordinance, Slopes, roads, easements, deed shifts, and major L&L problems. Nothing appearing so far had your Engineering Seal and signature of Approval.

Aside from Environmental laws, there is city law:

### Chapter 16.16 TENTATIVE SUBDIVISION MAPS—FIVE OR MORE PARCELS

Since the ignored and hid Geotechnical Reports, describing the unsuitability of construction on dredged and/or hydraulically areas, you might review 16.16 before glossing over all such critical issues. What if these huge parcels were undeveloped because Intel knew the dredged lands were 100% unsuitable for construction? Folsom could become the most famous home of sinkholes in the USA. This is mentioned because of the Lake Natoma Trail collapses, which were fully predicted in the withheld Youngdahl Reports. Is this merely more of the same?

### Chapter 16.16 TENTATIVE SUBDIVISION MAPS—FIVE OR MORE PARCELS

Chapter 16.16 TENTATIVE SUBDIVISION MAPS—FIVE OR MORE PARCELS  
ELS Sections: 16.16.010 General. 16.16.020 Form and contents. 16.16.0

## Steven Banks

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**From:** LJ Laurent <ljlarent@att.net>  
**Sent:** Tuesday, June 21, 2016 1:30 PM  
**To:** David Miller; Bruce Cline  
**Cc:** Christa Saunders; Steven Banks  
**Subject:** PN2010 252, renumbered, not altered, GP & Rezone

To: D. Miller Development, B. Cline City Attorney, City Clerk  
cc: Steve Banks, file PN2010 252, PN 2015-162  
From: Laurie Laurent

**Re: PN 2010-252, mistakenly called PN 2015-162 now**

My Public Records Request yielded little but an unsigned Helix stack, and an unsigned Neg Dec document. I persisted, learned this is same old PN2010-252, with same plans, different names. Since the city policy is to retain the original Application Number, this is wrong, especially with the legal records and **Default** to the County. Info like this needs inclusion, don't you think?

But the city needs to start over because the April 20, 2016 Publication was for a June 15, 2016, meeting. Either Plan Commission omitted Minutes or it didn't happen. It was "continued" to July PC meeting. Obvious city must advertise -- hopefully using the proper legal number for the convenience of the OPR and agencies previously omitted. Did the city intend to deceive OPR and potential commenters?

I cannot believe city council permits a selection of which agencies OPR should notify, omitting the ones covered in Govt Code, and expects to get away with it. No wonder the NEW, expunged file has letters from uninterested parties dated PRIOR to the Public Hearings where the public could tell everyone the relevant problems.

There are lots of other significant environmental problems, legal problems, services & utility problems, but when the city does the legal process and Notifications, we will know much more.

I sent my email to all those whom you excluded, so maybe you should take the PN 2010-252 file with the same plan, and not confuse the world with a new number. There are so many questions..... Plus, I'm sorry, but when the engineers we pay for are asked for their input, I think you really need to make that public when people request the Engineer's Report. Still waiting for it. Lastly, what compelling reason is there for the city of Folsom to erase such valuable office, research, potential revenue-making commercial? Could it be businesses are not impressed? Before you make a change to a General Plan, do it properly please and get some engineers to certify.



## Steven Banks

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**From:** LJ Laurent <ljlarent@att.net>  
**Sent:** Thursday, June 16, 2016 12:37 PM  
**To:** Christa Saunders  
**Cc:** Steven Banks; Norris. Stephen (SDA); Roberta; Mike McKeever; Greg Chew; DAN Winkelman; john.laird@resources.ca.gov; Daniel Washington; Tom Howard; Tom Gohring  
**Subject:** Public Records Request: Gen Plan Amend, no Environmental Documents, OPR

To: Folsom City Clerk Christa Saunders  
cc: Steve Banks, Development  
June 16, 2016

Public Records Request:  
Please supply the OPR Clearinghouse File provided to the Governor's Office for this. Please supply SIGNED/approved documents in the Initial Study, Proof of Publication, and Responses rec'd after OPR/Clearinghouse Notification.

Christa,

The city council must be back to old tricks: **Major land use changes without even filing with OPR Clearinghouse.** Personally, I cannot believe the city is contemplating such changes without giving us traffic and 8" SEWAGE LINE for over 500 units; sewage lines along Willow Creek and American River are impacted by gratuitous and unpublicized Zoning density changes like this. Also, what did SACOG say about the Levels of Service Degradations shown by Helix? What did State say about protected flora and fauna? Oops! city never told OPR Clearinghouse.

Laurie Laurent

This Communication below is posted: [www.myfolsom.com](http://www.myfolsom.com)

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Posted Yesterday, 10:57 AM

NATOMA STATION COMMUNITY MEETING -

Date: Wednesday, June 22

Time: 6 pm to 8 pm

Place: Folsom Community Center meeting room, 50 Natoma Street.

This will be the final Natoma Station Community meeting with City Planning staff and Cresleigh Homes, the developer proposing a General Plan Amendment with a rezoning of two lots on Iron Point and Willard Drive before the project is reviewed and voted on at the July 6 Planning Commission meeting. If passed at the Planning Commission meeting the re-zoning and project will be reviewed and voted upon by the City Council, date to be determined.

What we know about the proposal based on information we've gotten from the developer and City Planning staff:

1) These two lots are currently zoned Commercial which would accommodate office space, shopping,

restaurants, etc. The proposal includes 1) rezoning the graded, flat lot behind Safeway to R-3 - apartments to accommodate 276 units and 2) rezoning the currently forested and rugged terrain on Willard to R-1-M small lot single family residential to accommodate about 40 small lot homes. See Map.

2) Several members of the Natoma Station Community Organization Board met with the developer and other interested neighbors to walk the lot on Willard. If the rezoning is approved, the developer plans to clear-cut the forest and grade the site, creating a flat lot at an elevation above the rooftops on Bayline Circle. The tree line shown in the photos below would be replaced by a steep retaining wall, fence and new rooftops. The developer plans to transfer portions of the property below the retaining wall to several homeowners on Bayline Circle. This is land the developer does not want to re-plant or maintain. Therefore, there would be no screening of the retention wall, fences or rooftops unless homeowners who receive land transfers take it upon themselves to provide irrigating and planting, something that some may not be able to accomplish or afford. Some of the homeowners would receive relatively flat, usable land, others will have the proposed new homes backed up to their yards and/or be faced with a steep, bare hill/retaining wall.

3) The apartment complex being proposed behind Safeway would be "industrial" or "mid-century modern" in design, something the developer believes is appealing to young Intel workers. The project has proposed interior walkways and garages for each unit.

The Natoma Station Community Organization Board is requesting that a greenbelt between the retaining wall and fence and existing homes be developed and maintained as it serves to provide a visual aesthetic for our area, mirroring the Humbug-Willow Creek Parkway. This can be accomplished through the retention of viable trees and/or re-planting native trees to screen the proposed retaining wall, rooftops and fence.

If you cannot attend this meeting but would like to express concerns and support for retaining a viable greenbelt please submit comments to:

Steve Banks, Planner [sbanks@folsom.ca.us](mailto:sbanks@folsom.ca.us)"



Sacramento Group of the Sierra Club  
909 12th Street, Suite 202, Sacramento, CA 95818  
Email: [sacramentosierraclub@gmail.com](mailto:sacramentosierraclub@gmail.com)

June 30, 2016

Chair and Members, Folsom Planning Commission  
David E. Miller, Director  
Steven Banks, Planning Staff  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

Re: Cresleigh Ravine and Campus Project

Dear Chair Jackson and Members, Mr. Miller and Mr. Banks:

The Sacramento Group of the Sierra Club has reviewed the Initial Study and Environmental Evaluation. We have some concerns about the environmental evaluation and mitigation for the project. This project is scheduled to be heard at your meeting on July 6. We'd like to get these concerns on the record prior to the hearing. We are requesting additional information and recirculation.

**Retain Greenbelt**

1. We strongly urge that a greenbelt be retained and maintained as open space. The open space property immediately to the north (Union Square Condos and adjacent open space) was conditioned to include permanent natural open space and the proposed project would cut off this open space corridor and commit the greenbelt area to private space. The open space/greenbelt area should be protected and maintained as mitigation for project impacts. Permanent retention of existing and mitigation trees at this site is in the public interest and consistent with the General Plan and Tree Preservation Ordinance (Folsom Municipal Code 12.16.01).

We understand that the Union Square condo project was built 8-10 years ago when Intel sold that land to D.R. Horton. That developer was conditioned to leave 3 acres of open space to meet the 30% open space requirement that applies to lots of 10 acres or more. The Cresleigh Ravine and Campus Project is 17 acres. We believe the same open space requirement should apply.

## Problems with the Environmental Analysis

2. Failure to circulate Tree Inventory. While the Biological Resources report was included as part of the appendices to the Initial Study, the tree inventory was not included. We have been told that the tree inventory does not include the portion of the property that Cresleigh Homes intends to deed to other private parties. The tree inventory should cover all the property that the City will take action on to rezone, and the full tree inventory should be included in the Initial Study circulation. **We therefore request the Tree Inventory be complete and included for a recirculation of the Initial Study for comment.** The public cannot independently assess the impact of the project if the environmental analysis is incomplete and/or not disclosed.

2. The mitigation program described in the Mitigation Monitoring Report of the Mitigated Negative Declaration is flawed. We request that it be corrected and re-circulated in an amended MND.

Here are the reasons why we believe that the tree removal mitigation program is not consistent with CEQA.

a. The impact to be mitigated is not stated and the mitigation program is deferred. A CEQA document should state clearly, in quantitative terms, what impact is to be mitigated. The MND defers "precise mitigation requirements" to the City Arborist. The public has a right to know prior to project approval what the impacts of the project will be and what the exact mitigation for the impacts will be.

b. The Mitigation Measure BIO-2 states that the mitigation for loss of protected trees could be met by payment into the Tree Planting and Replace Fund of an in-lieu fee. We do not believe that fee based mitigation programs are consistent with CEQA's requirements for mitigation in this case. For example, the Initial Study fails to establish reasonable evidence in the record that the City's tree preservation and permit program is sufficiently certain and can be implemented in its entirety over time. If the city intends to use mitigation fees to compensate for the project's impact on protected trees, it needs to show how the Fund has performed, its income and expenditures, and that other projects have successfully mitigated for tree impacts through use of this fee. Most fee programs we have seen to mitigate for biological impacts have failed to mitigate for impacts (City of Elk Grove Swainson's Hawk Impact Fee, County of Sacramento Swainson's Hawk Impact Fee, Yolo County JPA Swainson's Hawk Mitigation Fee program).

c. Impacts are not mitigated to less than significant for the removal of a large grove of mature trees. The mitigation measure only addresses trees protected by City of Folsom Tree Preservation Ordinance. The many other trees on site and the loss of the environmental benefits of an urban forest of this size, as well as the impact on the

existing greenbelt, are not analyzed or mitigated in the Initial Study. The maintenance of tree canopy is an important tool to address urban heat island and climate change impacts in the City.

We will reserve the right to make further comments at a future date. Meanwhile, we hope the City will amend and re-circulate the Initial Study and Mitigation Monitoring Program.

Sincerely,

A handwritten signature in cursive script that reads "N. Lapis".

Nick Lapis  
Vice-Chair



## Attachment 24

### Response to Comments Regarding Initial Study and Mitigated Negative Declaration



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**Cresleigh Ravine and Campus Project Initial Study and Mitigated Negative Declaration  
Response to Comments – Sierra Club Letter (June 30, 2016)**

Although the comment letter from the Sierra Club was submitted after the public comment period for the ISMND, the City has responds to comments raised in the letter (dated June 30, 2016) as follows.

**Greenbelt**

1. The Cresleigh Ravine and Campus project proposes the establishment and management of a private landscape preservation area along the northern property boundary. The landscape preservation area currently contains 58 trees of varying species and maturity. The City has conditioned the project to require the project applicant to record a private landscape preservation area across the rear of lots 7-23 as a natural buffer between the proposed Cresleigh Ravine and Campus project and the existing residential dwellings located to the northwest. The landscape preservation area, which varies in width from approximately 4-50 feet wide, will include retention of existing trees and vegetation and will be maintained in perpetuity.
2. Although the Union Square residential development (located immediately north of the Cresleigh Ravine project site) established an open space area adjacent to the condominiums through a development agreement that has since expired, no open space corridor or greenbelt was established on or adjacent to the Cresleigh Ravine project site. Furthermore, the draft ISMND does not identify significant biological or land use impacts that would warrant mitigation in the form of additional open space.
3. All trees on the project site have been assessed per the City's Tree Preservation Ordinance and all project-related tree removals will be mitigated for as outlined in mitigation measure BIO-02.

4. The Sierra Club letter states that the adjacent Union Square Condominium project was required to meet a 30% open space requirement as part of their approval. This statement is incorrect in that the 30% open space requirement only applies to project's that are greater than 20 acres in size. The Cresleigh Ravine and Campus project is less than 20 acres in size (17.3-acres), thus it is not subject to the 30% open space requirement as stated in the letter.

### **Environmental Analysis**

5. The Sierra Club letter states that the City failed to circulate the proposed project's tree assessment (Sierra Nevada Arborists, 2015) along with the draft ISMND. In fact, this document was used for analysis purposes in the ISMND, was incorporated by reference per the CEQA Guidelines, and was made available to the public for review purposes during the public comment period as Appendix D in the document.
6. The tree inventory contains a complete inventory of all trees on the project site.
7. In conclusion, the environmental analysis contained in the ISMND included the complete tree inventory, incorporated by reference and appended this document, and made the document available for public review at City Hall. Accordingly, the ISMND does not warrant recirculation based on the Sierra Club's comments.
8. The Sierra Club letter implies that the mitigation measures outlined in the ISMND are flawed and inconsistent with CEQA. In fact, the draft ISMND was prepared in accordance with the CEQA Guidelines and contains feasible mitigation measures to reduce all identified potentially significant impacts to a level less than significant. The City has documented this conclusion with substantial evidence in the written record.
  - a. The impacts to be mitigated are clearly states in the ISMND. Section 7.4 of the ISMND (Biological Resources) contains an analysis of the proposed removal of trees located on the project site. A total of 30 native oak trees located on the project site meet the criteria for protection under the City of Folsom Tree Ordinance. All of these trees will be removed as a result of the proposed project (It is important to note that 19 oak trees within the private tree preservation area will be retained). Removal or damage of protected trees could conflict with the Folsom Tree Preservation Ordinance, and would be considered to be a significant impact. As outlined in the draft ISMND, Mitigation Measure BIO-02 shall be implemented to minimize impacts to trees protected under the City of Folsom Tree Ordinance as follows: "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 would likely 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.”

- b. The impact analysis is adequate and legally defensible, and the mitigation is feasible and without deferral. Mitigation Measure BIO-02 commits the project to mitigation and lists the alternatives to be considered, analyzed, and possibly incorporated into the mitigation plan. By requiring compliance with the Folsom Tree Preservation Ordinance, and compliance with all Tree Permit requirements, the mitigation measure includes performance criteria and standards. Compliance with these standards will ensure adequate mitigation under CEQA. With implementation of the above mitigation measure, impact to existing ordinances would be less than significant and no additional mitigation measures would be required for the removal of trees covered by the Tree Preservation Ordinance.
- c. Assessment of a fee is an appropriate form of mitigation when it is linked to a specific mitigation program and there is evidence that mitigation will actually result. Evidence of the successful implementation of the City’s Tree Planting and Replacement Fund (in-lieu fee for offsetting impacts to tree’s protected by the City’s Tree Preservation Ordinance) is seen on the recently completed Johnny Cash Trail Class 1 Bikepath project fronting the Folsom Prison on Natoma Street. More than 250 native saplings have been planted and are actively maintained until reaching sufficient age to become self-sustaining. Whereas the Sierra Club pontificates that other similar programs have failed in the region, the City’s Tree Planting and Replacement Fund has successfully mitigated for tree removal impacts now and in the future.

- d. All proposed tree removals were properly analyzed and Mitigation Measures BIO-01 and BIO-02 will mitigate the impacts from such removals to less than significant levels. The City's Arborist Report and Tree Inventory Summary (Sierra Nevada Arborists 2015) were prepared for the proposed project by a certified arborist with the International Society of Arboriculture and a member of the American Society of Consulting Arborists. This expert, Mr. Edwin Stirtz, did not conclude that the trees located on the project site constituted an urban forest. The environmental impact of removing trees on the project site was analyzed and addressed in Section 7.4 of the draft ISMND (Biological Resources). Specifically, the ISMND concluded that there was a potentially significant impact to migratory birds and/or nesting raptors caused by the removal of trees not covered by the City's Tree Preservation Ordinance. This significant impact warrants mitigation in the form of Mitigation Measure BIO-01, outlined in the ISMND, which states: "If construction activities, including tree removal and/or trimming or pruning of branches and limbs, occur during the typical bird nesting season (February 15 through August 31), preconstruction 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. An additional survey shall be conducted within 48 hours prior to commencement of construction. If no nests are found, no further mitigation is required. If active nests are identified in these areas, the City shall coordinate with the 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 the CDFW and shall be appropriate for the species of bird and nest location.

With implementation of the above mitigation measure, potential impacts to nesting birds would be less than significant and no additional mitigation measures would be required.

City of Folsom Community Development Department  
Steven Banks, Principal Planner





July 12, 2016

Chair and Members, Folsom Planning Commission  
David E. Miller, Director  
Principal Planner  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

Re: Comment letter on Cresleigh Ravine

Dear Chair Jackson and Members, Mr. Miller and Mr. Banks,

This letter responds to the issues raised by the June 30, 2016 letter from the Sacramento Group of the Sierra Club. The comment letter fails to recognize that the City, through its General Plan, zoning code and CEQA documents has long planned this site for intense urban development. It is an infill site, locating much needed housing across the street from the City's major employer and near other major employers in the City of Folsom, and situated adjacent to a shopping center anchored by Safeway. The proposed development on this infill site reflects smart growth.

### **Greenbelt**

The letter mistakenly states that certain open space requirements should apply to the pending application. A review of the City records reflects that the only dedicated open space requirement applies to Parcel 1 on the Parcel Map, and not to the parcels that are the subject of the pending application. The letter also incorrectly suggests that there is a 30% open space requirement. Again, according to City records, the 30% requirement does not apply to these properties, and in any event, only applies to parcels larger than those subject of the pending Cresleigh Ravine application.

### **Environmental Analysis**

The environmental analysis of the trees is complete. Cresleigh does not propose to develop behind the existing chain link fence line. An inventory of those trees would not add meaningful information to the CEQA document. As the comment letter notes, Cresleigh proposes to transfer that strip of land to the adjacent landowners. Those landowners have long thought that that strip in question belongs to them, and have been good stewards of that area. There is no reason to believe that there will be a physical change in that area once the legal documents are conformed to the perceived reality of ownership.

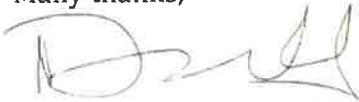
#### **CRESLEIGH HOMES CORPORATION**

3005 Douglas Boulevard, #110, Roseville, CA 95661 Tel: (916) 781-6020 Fax: (916) 781-6080  
433 California Street, 7th Floor, San Francisco, CA 94104 Tel: (415) 982-7777 Fax: (415) 982-7781

The letter also suggests that the tree impact analysis is deficient. The negative declaration provides appropriate documentation regarding the environmental effects of site conversion, including biological impacts such as habitat conversion. As one test for the threshold of significance, the negative declaration correctly states the locally adopted standard for loss of oaks and then states the required mitigation as already adopted by the City under its tree preservation ordinance. Habitat loss is otherwise addressed by the negative declaration. There is nothing in CEQA which requires mitigation for tree loss generally as the letter suggests.

We are appreciative of your review and confirmation of our positions.

Many thanks,

A handwritten signature in black ink, appearing to read 'Deana Ellis', written over a faint circular stamp or watermark.

CRESLEIGH HOMES CORP.

Deana Ellis, Vice President of Land Resources

## Letter 1

Powering forward. Together.



May 19, 2016

Steve Banks  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630

Subject: Mitigated Negative Declaration (MND), Cresleigh Ravine and Campus at Iron Point Mixed Residential Development

Dear Mr. Banks,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the MND, Cresleigh Ravine and Campus at Iron Point Mixed Residential Development. SMUD is the primary energy provider for Sacramento County and the proposed project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

It is our desire that the MND, Cresleigh Ravine and Campus at Iron Point Mixed Residential Development will acknowledge any project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
  - <https://www.smud.org/en/business/customer-service/support-and-services/design-construction-services.htm>
  - <https://www.smud.org/en/do-business-with-smud/real-estate-services/transmission-right-of-way.htm>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change

Based on our review of the Initial Study and our understanding of the proposed project, SMUD offers the following input:

1. **Project Description:** SMUD would like to be informed of any anticipated project related impacts on existing or future SMUD facilities. It is important that information

## Letter 1 (cont'd)

regarding potential impacts to SMUD facilities in the vicinity of the proposed project be contained in the project description chapter of the MND, as well as the existing conditions discussion of the utilities, hazards and hazardous materials, and cumulative impact sections.

2. Energy Delivery (Capacity): Please continue to coordinate with SMUD staff regarding the proposed energy delivery assumptions associated with the proposed project site. The MND should provide analysis regarding SMUD's ability to handle the project's anticipated energy needs. SMUD is looking forward to partnering with the City to ensure that the project is designed in an energy efficient and sustainable way.

3. Energy Delivery (Infrastructure): The MND should provide an analysis of the proposed on-site and off-site energy infrastructure improvements needed to construct and operate the proposed project. The MND should clearly delineate the responsibilities of SMUD and the City of Folsom, as it pertains to infrastructure improvements.

4. Planning and CEQA Considerations: As a Responsible Agency, SMUD requests that the following issues be considered during the project design and planning and any associated impacts be considered in the MND.

- Structural setbacks of less than 14 feet may create clearance issues. The developer shall meet with all utilities to ensure adequate setbacks are maintained.
- To maintain adequate trench integrity, building foundations must have a minimum horizontal clearance of 5 feet from any SMUD trench. Developer to verify with other utilities (Gas, Telephone, etc.) for their specific clearance requirements.
- Proposed SMUD facilities located on the customer's property outside of the existing or proposed PUE(s) may require a dedicated SMUD easement.
- To ensure adequate access to SMUD equipment, all paved surfaces shall be accessible to a 26,000 pound SMUD service vehicle in all weather. The placement of SMUD equipment shall be no further than 15 feet from said drivable surface that has a minimum width of 20 feet.
- SMUD requires a minimum 12.5-foot PUE adjacent to all public roads for 12kV facilities.
- The developer shall dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication (and 10 feet adjacent thereto) as a public utility easement for overhead and underground facilities and appurtenances.
- If alternative locations are not provided, existing underground 12 kV facilities along Iron Point Road will need to remain in order to maintain existing services not part of development.

SMUD would like to be kept apprised of the planning, development, and completion of the Cresleigh Ravine and Campus at Iron Point Mixed Residential Development. We aim to be partners in the efficient and sustainable delivery of the proposed project. Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

**Letter 1  
(cont'd)**

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on the Initial Study. If you have any questions regarding this letter, please contact Ammon Rice, SMUD Environmental Specialist at (916) 732-7466.

Sincerely,



**Ammon Rice  
Environmental Specialist  
Environmental Management  
Workforce and Enterprise Services  
Sacramento Municipal Utility District**

**Cc: Rob Ferrera  
Jose Bodipo-Memba  
Pat Durham  
Joseph Schofield**



**LETTER 1: AMMON RICE, SACRAMENTO MUNICIPAL UTILITY DISTRICT**

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The City recognizes that SMUD is the primary energy provider for Sacramento County and the proposed project site. Potential project impacts related to utilities and service systems were analyzed and presented in the Draft Initial Study/Mitigated Negative Declaration (IS/MND). The City has determined that impacts to utilities and service systems stemming from the proposed project would be less than significant. The City offers the following specific responses to SMUD's comments:

- 1) **Project Description:** As identified in the Draft IS/MND, no significant impacts related to utilities and service systems were noted. In addition, the IS/MND analyzed hazards and hazardous materials, as well as cumulative impacts – no significant impacts were noted for either issue area.
- 2) **Energy Delivery (Capacity):** The City and project applicant will coordinate with SMUD staff regarding the proposed energy delivery assumptions associated with the proposed project. The Draft IS/MND analyzed potential impacts to utilities and service systems and concluded that impacts would be less than significant. As stated on Page 95 of the Draft IS/MND: “The City of Folsom coordinates with the appropriate utility companies to plan and implement any needed accommodation of existing utilities, including water, sewer, telephone, gas, electricity, and cable television lines. Based on the results of an initial request for comments from the utility providers, all utility services are able to accommodate the proposed project.”
- 3) **Energy Delivery (Infrastructure):** As stated on Page 100 of the Draft IS/MND: “The City of Folsom employs a design process that includes coordination with potentially affected utilities as part of project development. Identifying and accommodating existing utilities is part of the design process, and utilities are considered when finalizing public project plans.” Accordingly, the City and project applicant will coordinate with SMUD for any needed infrastructure improvements related to construction and/or operation of the proposed project.
- 4) **Planning and CEQA Considerations:** As stated above, the City's design process includes accommodation for utilities, as well as any associated requirements for utilities to be cohesive with the proposed project. During the design process, any matter pertaining to structural setbacks, trench integrity of building foundations, utility easements, and existing facilities, will be addressed through coordination and collaboration with SMUD.

Letter 2



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E



Central Valley Regional Water Quality Control Board

13 May 2016

Steve Banks  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

Governor's Office of Planning & Research  
MAY 16 2016  
STATE CLEARINGHOUSE

CERTIFIED MAIL  
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COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE  
DECLARATION, CRESLEIGH RAVINE AND CAMPUS AT IRON POINT MIXED  
RESIDENTIAL DEVELOPMENT PROJECT, SCH# 2016042061, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 21 April 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Cresleigh Ravine and Campus at Iron Point Mixed Residential Development Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

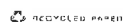
**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley



**Letter 2  
(cont'd)**

Cresleigh Ravine and Campus at Iron Point - 2 -  
Mixed Residential Development Project  
Sacramento County

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the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/).

**Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:  
[http://www.waterboards.ca.gov/centralvalleywater\\_issues/basin\\_plans/sacsjr.pdf](http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf)

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

**II. Permitting Requirements**

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

**Letter 2  
(cont'd)**

Cresleigh Ravine and Campus at Iron Point - 3 -  
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(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/caltrans.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml).

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

**Clean Water Act Section 404 Permit**

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.



**Letter 2  
(cont'd)**

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If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

**Waste Discharge Requirements – Discharges to Waters of the State**

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:



**Letter 2  
(cont'd)**

Cresleigh Ravine and Campus at Iron Point - 5 -  
Mixed Residential Development Project  
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[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

**Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: [http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/for\\_growers/apply\\_coalition\\_group/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml) or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

**Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to*

**Letter 2  
(cont'd)**

Cresleigh Ravine and Campus at Iron Point - 6 -  
Mixed Residential Development Project  
Sacramento County

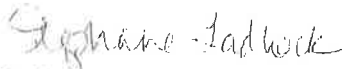
13 May 2016

*Surface Waters (Low Threat General Order) or the General Order for Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.*

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

If you have questions regarding these comments, please contact me at (916) 464-4644 or [Stephanie.Tadlock@waterboards.ca.gov](mailto:Stephanie.Tadlock@waterboards.ca.gov).



Stephanie Tadlock  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

**LETTER 2: STEPHANIE TADLOCK, CENTRAL VALLEY WATER QUALITY CONTROL BOARD**

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This letter provides background regarding the responsibilities of the Central Valley Regional Water Quality Control Board. The project site is located within the Water Quality Control Plan (Basin Plan) area for the Sacramento River and San Joaquin River Basins.

This letter also provides input on preventing degradation of high quality waters of the State. No wastewater discharge is anticipated to be released into high quality waters without treatment. Pollution prevention measures will be used at all times during construction and operation of the proposed project.

This letter also provides input regarding the necessary permits for construction, specifically for storm water discharge that may occur. The applicant will obtain this permit prior to any construction activities. The applicant and their chosen contractor will also be responsible for the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

As described on page 67 of the IS/MND, within Section 6, Hydrology and Water Quality, the Stormwater Quality Improvement Plan (SQIP) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management program. The SQIP was prepared as part of the Sacramento County area-wide NPDES MS4 Permit. In addition, the Folsom Municipal Code regulates the effects on hydrology and water quality from urban development. As discussed on page 69 of the IS/MND, conformance with City regulations and permit requirements along with implementation of BMPs would ensure that the proposed project would result in a less-than-significant impact related to stormwater absorption rates, discharges, flows, and water quality.

The proposed project does not include industrial uses.

As discussed on page 41 of the IS/MND, within Section 3, Biological Resources, there are no potential waters of the U.S. and/or State within the project area. Therefore, the proposed project would not involve the discharge of dredged or fill materials into any navigable waters or wetlands or any disturbance of waters of the U.S., and a Clean Water Act Section 404 Permit would not be required. A Water Discharge Requirement permit would not be required for submittal to the Central Valley Regional Water Quality Control Board.

Dewatering is not anticipated to be required as a result of construction of the proposed project. However, should groundwater be encountered during construction and dewatering become necessary, the applicant would be required to file a Notice of Intent with the Central Valley Water Board to obtain a dewatering permit prior to beginning discharge of groundwater. The applicant would be required to seek the proper NPDES permit for dewatering activities.

The proposed project does not include commercially irrigated agriculture.



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

May 23, 2016

Steve Banks  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

Subject: Cresleigh Ravine and Campus at Iron Point Mixed Residential Development  
SCH#: 2016042061

Dear Steve Banks:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 20, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report  
 State Clearinghouse Data Base**

**SCH#** 2016042061  
**Project Title** Cresleigh Ravine and Campus at Iron Point Mixed Residential Development  
**Lead Agency** Folsom, City of

**Type** MND Mitigated Negative Declaration  
**Description** The proposed project consists of a mixed residential development containing a total of 276 units, which would include a General Plan amendment and rezone. The proposed project includes the construction of 46 single family residential homes on Cresleigh Ravine, and dedication of 15 lots as easements to existing property owners adjacent to the western project site boundary. The proposed project also includes the construction of 230 multi family units in 23 apartment buildings and a clubhouse with a fitness center and pool on the Campus at Iron Point. Additional proposed improvements include underground utilities, parking spaces, driveways, drive aisles, retaining walls, sidewalks and walkways, fencing, lighting, landscaping, and trash/recycling enclosures.

**Lead Agency Contact**

**Name** Steve Banks  
**Agency** City of Folsom  
**Phone** 916-355-7385 **Fax**  
**email**  
**Address** 50 Natoma Street  
**City** Folsom **State** CA **Zip** 95630

**Project Location**

**County** Sacramento  
**City** Folsom  
**Region**  
**Lat / Long** 38° 38' 55" N / 121° 10' 00" W  
**Cross Streets** Iron Point and Willard Dr  
**Parcel No.** 072-0010-109, -110  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** 50  
**Airports**  
**Railways**  
**Waterways** Lake Natoma, Willow Springs Reservoir, Willow Creek  
**Schools** Folsom HS  
**Land Use** Vacant/GC district, planned development district (C-3 PD)

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 3 S; Department of Housing and Community Development; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

**Date Received** 04/21/2016 **Start of Review** 04/21/2016 **End of Review** 05/20/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

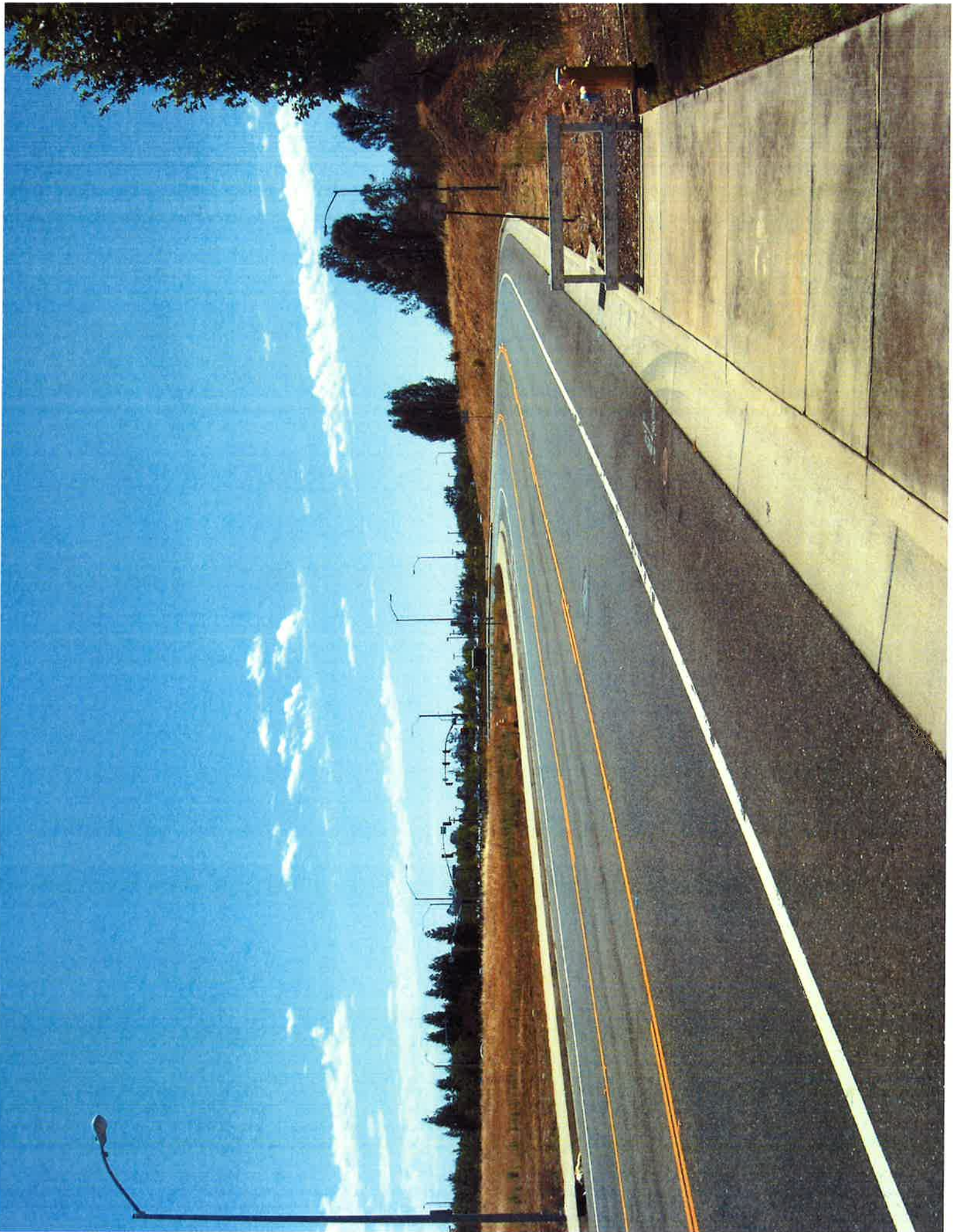


**LETTER 3: SCOTT MORGAN, OFFICE OF PLANNING AND RESEARCH STATE CLEARINGHOUSE  
AND PLANNING UNIT**

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As described in this letter, the City has complied with State Clearinghouse review requirements, pursuant to the CEQA.

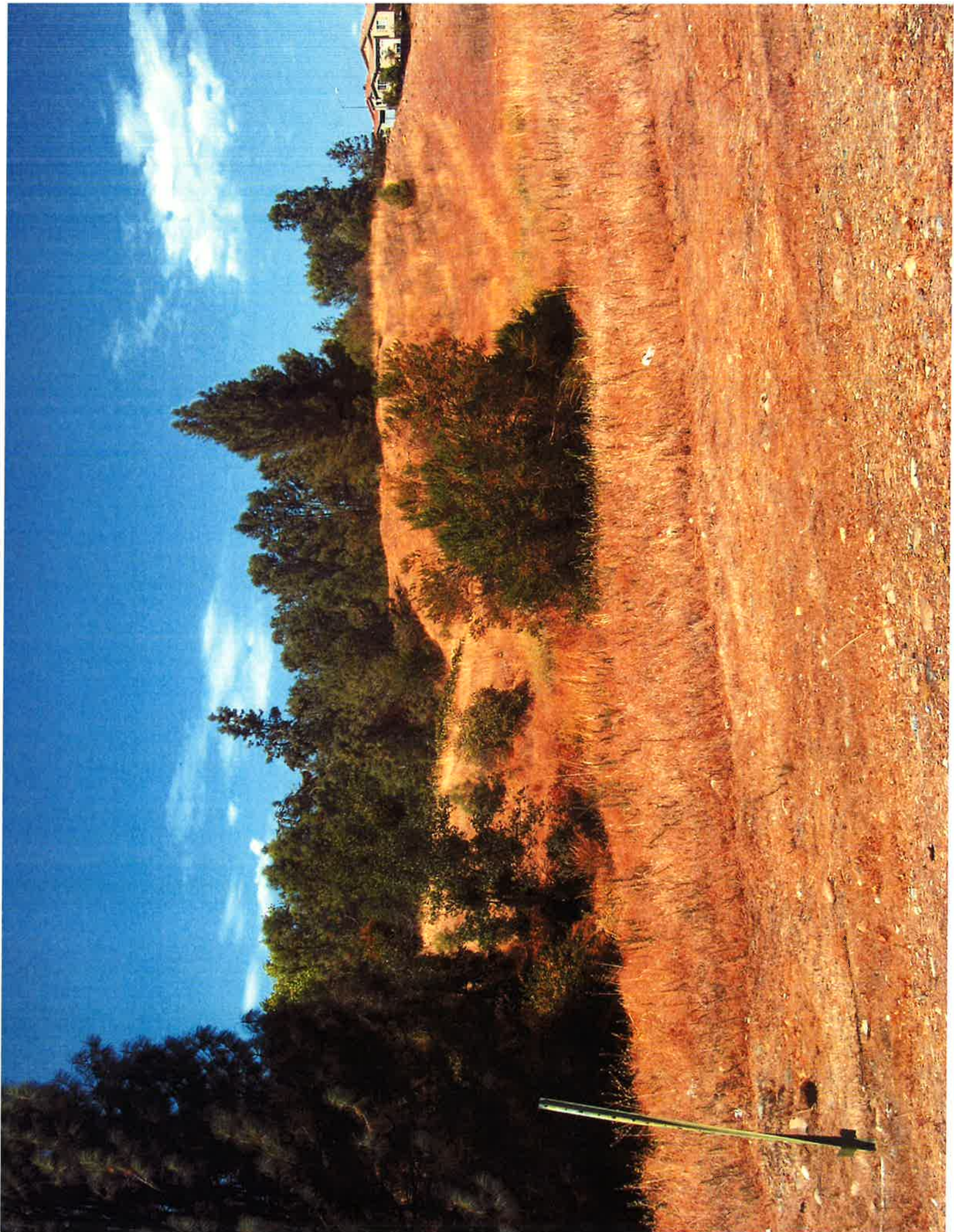
**Attachment 25**  
**Site Photographs**

































**PLANNING COMMISSION STAFF REPORT**

<b>PROJECT TITLE</b>	Verizon Wireless “Palladio” Telecommunications Facility Conditional Use Permit
<b>PROPOSAL</b>	To consider a request for the approval of a Conditional Use Permit for the installation of an 80-foot-tall monopalm cellular facility and equipment enclosure.
<b>RECOMMENDED ACTION</b>	Approve, based upon findings and subject to conditions
<b>APPLICANT</b>	Verizon Wireless c/o Epic Wireless
<b>OWNER</b>	Broadstone Land, LLC
<b>LOCATION</b>	204 Palladio Parkway, within the Palladio at Broadstone, southwest of the Palladio 16 Cinemas
<b>ZONING</b>	C-3 PD (General Commercial, Planned Development District)
<b>GENERAL PLAN DESIGNATIONS</b>	RCC (Regional Commercial)
<b>ADJACENT LAND USES AND ZONING</b>	North: Palladio at Broadstone; C-3 PD South: Kaiser Permanente; C-3 PD East: Palladio at Broadstone; C-3 PD West: Kaiser Permanente; C-3 PD
<b>SITE CHARACTERISTICS</b>	The site is sloped upward approximately 6.5 feet from Palladio Parkway to the Palladio 16 Cinemas.
<b>PREVIOUS ACTION</b>	None
<b>FUTURE ACTION</b>	Issuance of a building permit
<b>APPLICABLE CODES</b>	<u>FMC</u> 17.22, Commercial Land Use Zones <u>FMC</u> 17.60, Use Permits

## **ENVIRONMENTAL REVIEW**

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

## **ATTACHED REFERENCE MATERIAL**

1. Project Vicinity
2. Site Plans and Elevation, Dated March 25, 2016
3. Engineering Study
4. Proposed Colors and Materials
5. Photo-simulations
6. Initial Study, Mitigated Negative Declaration and Mitigation and Monitoring Program

## **PROJECT PLANNER**

Josh Kinkade, Assistant Planner

## **BACKGROUND**

Palladio at Broadstone is a mixed-use retail and entertainment center, which has been planned as an open-air, pedestrian-friendly, and high-quality environment. It contains a diversity of civic-scaled public spaces which create an environment focused on pedestrian amenities. The majority of the development is located along a curving main street, with major department stores at each end and a 16-screen movie theater complex near the center. Between the anchors there are a variety of high-quality fashion and lifestyle retailers along the length of the street. This row of shops is interrupted at regular intervals by a series of public open spaces, which are sized to accommodate civic functions.

Verizon Wireless, in an attempt to increase coverage in the vicinity of Palladio at Broadstone, proposes to install cellular equipment at Palladio. Initially, Verizon Wireless worked closely with the property owner to find a suitable location to co-locate cellular equipment on one of the existing buildings within the Palladio. The ideal location was the tall office building complex, whose rooftop was evaluated multiple times to find a location for the Verizon Wireless antennas and equipment that would be satisfactory to the property owner and met the needs of Verizon Engineers. However, the property owner did not want to make any changes to the appearance of the buildings due to concerns that changes to the architecture of the existing building would detract from the overall appearance. The applicant then requested to co-locate equipment within the existing clock tower in the Palladio. However, the property owner had already reserved that space for AT&T through a prior contract, and Verizon and AT&T cannot occupy the same location due to potential equipment interference. With no other feasible colocation sites identified, the applicant then proposed a new stand-alone tower at the Palladio, which is the subject of this report.

The proposed project site is located on the southwestern boundary of the Palladio behind the Palladio 16 Cinemas. Southeast of the project site is Palladio Parkway with the Kaiser Permanente Ambulatory Surgery building beyond. The project site is sloped upward approximately 6.5 feet from Palladio Parkway to the Palladio 16 Cinemas. On June 25, 2015, the applicant filed an application for a Conditional Use Permit for the installation of an 80-foot-tall monopalm cellular facility and equipment enclosure on the project site.

## **APPLICANT'S PROPOSAL**

The applicant, Verizon Wireless, is requesting approval of a Conditional Use Permit to construct an 80-foot-tall monopole cellular facility at 204 Palladio Parkway, located directly behind the Palladio 16 Cinemas within a 1,200-square-foot lease area. The proposed monopole includes eight antennas, three surge suppressors and 16 remote radio units (RRUs) on the tower. In order to mitigate aesthetic concerns, the applicant has proposed a design for the tower which camouflages the pole as a large palm (monopalm). The antenna array would be screened by artificial fronds. The proposal also includes outdoor equipment cabinets and an emergency standby diesel generator enclosed within an eight-foot-tall concrete masonry wall. The wall would be faced with stacked stone and topped with a 42-inch-tall black wrought iron fence.

In an attempt to match the existing tree canopy as close as possible, the applicant originally submitted an application for a monopine (false pine tree) to match some of the trees in the immediate vicinity of the project site. Upon review of this proposal, staff suggested that the applicant modify the proposal to make the tower a monopalm to match the palms seen throughout the Palladio. The applicant informed staff that the types of palms in the Palladio (Mexican Fan Palms) are a design that is no longer available from manufacturers due to safety issues with the branches. The applicant therefore proposed the closest available monopalm-style tree, the Canary Island Date Palm.

## **GENERAL PLAN AND ZONING CONFORMANCE**

The project is located in a Regional Commercial (RC) General Plan land use designation, and the zoning is General Commercial, Planned Development District (C-3 PD). With the approval of a Conditional Use Permit, telecommunications facilities are a permitted use in a General Commercial zoned area.

Pursuant to Folsom Municipal Code section 17.58.080, utility structures may be built and used to a height not more than 25 feet above the height limit established for the district in which the structures are located. Additional heights for public utility structures may be permitted upon approval of the Planning Commission. Pursuant to Folsom Municipal Code section 17.22.050, the height limit established for General Commercial C-3 zones, including the project location, is 50 feet. Therefore, Planning Commission approval is required for utility structures in the project location with heights exceeding 75 feet. The proposed monopalm is 80 feet tall. However, the pole itself is 75 feet tall, with the branches extending another five feet above the top of the pole, for a maximum height of 80 feet. Further, the branches would serve to shield the pole antennas and equipment from public view. Staff therefore concludes that the additional five feet of branches beyond what is allowed in the FMC is justified in this case.

## **ACCESS AND CIRCULATION**

Access to the proposed facility will be from a proposed variable width non-exclusive Verizon access and utility easement off of Palladio Parkway. Traffic generated by the project will be negligible as minimal trips by the service provider are anticipated. Staff has concluded that the proposal will not impact nearby roadways or on-site circulation.

## **ARCHITECTURE/DESIGN**

When reviewing personal communications facility projects, staff and the Planning Commission have primarily been concerned with the aesthetic impact of the proposal. The proposed 80-foot-tall monopalm and equipment enclosures are proposed to be located behind the Palladio 16 Cinemas and adjacent to the parking lot for the Kaiser Permanente Ambulatory Surgery building. The nearest residential properties to the site are over 1,000 feet away. Aesthetically, the monopalm will be visible from a distance from Iron Point Road looking northwest and Broadstone Parkway looking east. As shown in the attached photo-simulations (see Attachment 5), the monopalm will appear to be part of a canopy of existing Mexican Fan Palms throughout the interior streets of the mall as well as the streets surrounding the mall. These palms are currently approximately 30 to 35 feet tall and grow at a rate of two to three feet per year, with maximum heights between 80 and 100 feet. While the style of the monopalm proposed is for a Canary Island Date Palm, from a distance, it will be difficult to differentiate by passing motorists.

Along Palladio Parkway in the rear of the movie theater, the monopalm and equipment shelter will be highly visible. There are no other palms in the direct vicinity of the proposed monopalm, so the differences in palm varieties will not be as stark up close. The proposed monopalm includes a textured base to simulate a palm's trunk and false fronds colored green to simulate those of a Canary Island Date Palm that would partially shield the antennas and associated equipment at the top of the facility. Staff has conditioned that the applicant paint the proposed pole equipment to match the false fronds (Condition 13). The proposed equipment cabinet would be enclosed by an eight-foot-tall concrete masonry wall, faced with stacked stone and topped with a 42-inch-tall black wrought iron fence. Both the proposed wall and fence will utilize the same materials as the existing walls and fencing in the project vicinity along the rear of the Palladio 16 Cinemas.

## **ENVIRONMENTAL REVIEW**

An Initial Study and Mitigated Negative Declaration have been prepared for this project (Attachment 6). The Mitigated Negative Declaration includes mitigation measures which, when implemented, will reduce the identified impacts to a less than significant level. These mitigation measures have been included as conditions of approval for this project. A more detailed description of the potential impacts is provided within the Initial Study for this project, which is included as an attachment to this report. To date, no public comments were received during the Mitigated Negative Declaration public review period which started on July 1, 2016 and ended on July 20, 2016.

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

**MOVE TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING FOR THE INSTALLATION OF AN UNMANNED 80-FOOT-TALL MONOPALM TELECOMMUNICATIONS FACILITY AND EQUIPMENT ENCLOSURE AT 204 PALLADIO PARKWAY, PER ATTACHMENT 6;**

AND

**MOVE TO APPROVE THE CONDITIONAL USE PERMIT FOR VERIZON WIRELESS (PN15-185) FOR AN UNMANNED 80-FOOT TALL MONOPALM**

TELECOMMUNICATIONS FACILITY AND EQUIPMENT ENCLOSURE AS ILLUSTRATED IN ATTACHMENTS 2 AND 3 WITH THE FOLLOWING FINDINGS AND CONDITIONS (No. 1-18):

**GENERAL FINDINGS:**

- A. NOTICE HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

**CEQA FINDINGS:**

- B. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.
- C. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION BEFORE MAKING A DECISION REGARDING THE PROJECT.
- D. ON THE BASIS OF THE RECORD AS A WHOLE, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
- E. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- F. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.

**CONDITIONAL USE PERMIT FINDING:**

- G. THE ESTABLISHMENT, MAINTENANCE, AND OPERATION OF A WIRELESS TELECOMMUNICATIONS FACILITY AT THE PROJECT SITE WILL NOT, UNDER THE CIRCUMSTANCES OF THIS 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, AS CONDITIONED, THE PROPOSED LAND USE WILL NOT HAVE A NEGATIVE IMPACT.



Submitted,



DAVID E. MILLER, AICP

Public Works and Community Development Director

**CONDITIONS**

**See the attached table of conditions for which the following legend applies:**

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
<b>CDD</b>	Community Development Department	M	Prior to Approval of Final Map
(P)	Planning Division	G	Prior to Issuance of Grading Permit
(E)	Engineering Division	I	Prior to Approval of Improvement Plans
(B)	Building Division	B	Prior to Issuance of Building Permit
(L&L)	Landscape and Lighting Division	DC	During Construction
<b>RHD</b>	Redevelopment and Housing Department	O	Prior to Issuance of Occupancy Permit
<b>PWD</b>	Public Works Department	OG	On-going Requirement
<b>PRD</b>	<b>Park and Recreation Department</b>		
<b>FD</b>	<b>Fire Department</b>		
<b>PD</b>	<b>Police Department</b>		
<b>CAO</b>	<b>City Attorney's Office</b>		

**CONDITIONS OF APPROVAL FOR  
THE VERIZON WIRELESS "PALLADIO" TELECOMMUNICATIONS FACILITY  
CONDITIONAL USE PERMIT  
AT 204 PALLADIO PARKWAY (PN15-185)**

Cond. No.	Mitigation Measure	GENERAL REQUIREMENTS	When Required	Responsible Department
1.		<p>The applicant shall submit final site development plans and building plans to the Community Development Department that substantially conform to the items referenced below:</p> <p>A. Site Plan and Elevations dated March 25, 2016            B. Photo Simulations, as provided by the applicant</p> <p>This Conditional Use Permit is approved for the installation of an 80-foot-tall monopalm cellular facility and equipment enclosure located at 204 Palladio Parkway. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	B	CDD (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>	B	CDD (P,E,B)
3.		<p>The project approval granted under this staff report shall remain in effect for one year from final date of approval (July 6, 2017). 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	CDD (P)

4.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs.</li> <li>• The City defends the claim, action or proceeding in good faith.</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	<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>	OG	CAO
	<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>		
6.	The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CDD (P,E,B)
	<b>SITE DEVELOPMENT REQUIREMENTS</b>		
7.	Public and private improvements, including underground infrastructure and all on site 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 easements shall be dedicated to the City.	I, B	CDD (P,E,B)
8.	The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). An Underground Service Alert call is required prior to construction, and the contractor must maintain GO 128 clearances from all SMUD facilities.	I	CDD (P,E)

9.	For any improvements constructed on private property that is not under the 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 approval of improvement plans.	I	CDD (P,E,B)
10.	The telecommunications facility shall comply with Section 608 (Stationary Storage Battery Systems) of the 2013 California Fire Code.	I, B	CDD (P,E,B) FD
11.	The applicant shall submit a City of Folsom Fire Department Statement of Intended Use form.	B	CDD (P,E,B) FD
	<b>CIRCULATION REQUIREMENT</b>		
12.	The applicant shall access the project site from Palladio Parkway.	I	CDD (P,E)
	<b>DESIGN REQUIREMENTS</b>		
13.	The proposed pole equipment shall be painted green to match the proposed false fronds to the satisfaction of the Community Development Department.	I, B	CDD (P,B)
	<b>NOISE REQUIREMENTS</b>		
14.	Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction work shall take place on Sundays. Construction equipment shall be muffled and shrouded to minimize noise levels.	I, B	CDD (P,E)
	<b>CULTURAL RESOURCES REQUIREMENTS</b>		
15.	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 City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The City-approved 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, and/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.	DC	CDD (P,E,B)

<p>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:</p> <p>1) 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.</p> <p>2) 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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The descendant identified fails to make a recommendation.</li> </ul> <p>The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.</p>	<p>DC</p>	<p>CDD (P,E,B)</p>
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<b>GEOLOGY AND SOILS REQUIREMENTS</b>		
16.	<p>In the event that paleontological resources or unique geologic features 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 City 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. Paleontological resources or unique geologic features could consist of, but are not limited to, fossil remains such as bones, teeth, shells, leaves and wood. 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> <p style="text-align: center;"><b>CONDITIONAL USE PERMIT REQUIREMENT</b></p>	DC  CDD (P,E,B)
17.	<p>The operation and use of the proposed "Palladio" monopalm telecommunications facility shall be limited to those activities and elements described within the staff report and shown on the submitted plans. Any change or modification to the proposed use is subject to review and approval of a Conditional Use Permit Modification by the Planning Commission.</p> <p style="text-align: center;"><b>OTHER AGENCY REQUIREMENTS</b></p>	OG  CD (P)
18.	<p>The telecommunications facility shall comply with the current standards of the Federal Communication Commission for safe levels of public exposure to electromagnetic radiation and electromagnetic radiation fields.</p>	I, B  CDD (E,B)

Attachment 1  
Project Vicinity





HANDY FAMILY PARK

FOLSOM

Project Vicinity



N KEMP COMMUNITY PARK

Tobrury Way  
Serpa Way  
Catherine Way  
Krisia Dr  
Listowe Dr  
Repoint Way  
Trazel Ct  
Cavit Dr

E Bidwell St  
Via Felice  
Via Sole  
Via Serena  
Via Ford  
Palladio Pkwy  
Iron Point Rd

Placerville Rd  
Us 50 Wb Scott Rd Off  
50  
Us 50 Eb  
Us 50 Eb Scott

Broadstone Pkwy  
Clarksville Rd  
Jillsley Way  
Bunbury Ct

Taupin Ct  
Farrall Ct  
Hornsbj Ct  
Kerster Ct  
Walden Ct  
Rindgren Way  
Copping Ct



## Attachment 2

Site Plans and Elevations, Date March 25, 2016











VERIZON WIRELESS, 225 FARMHOUSE DRIVE, FOLSOM, CA 95630

**PALLADIO**  
 PS LOCATION #: 279042  
 204 PALLADIO PKWY,  
 FOLSOM, CA 95630



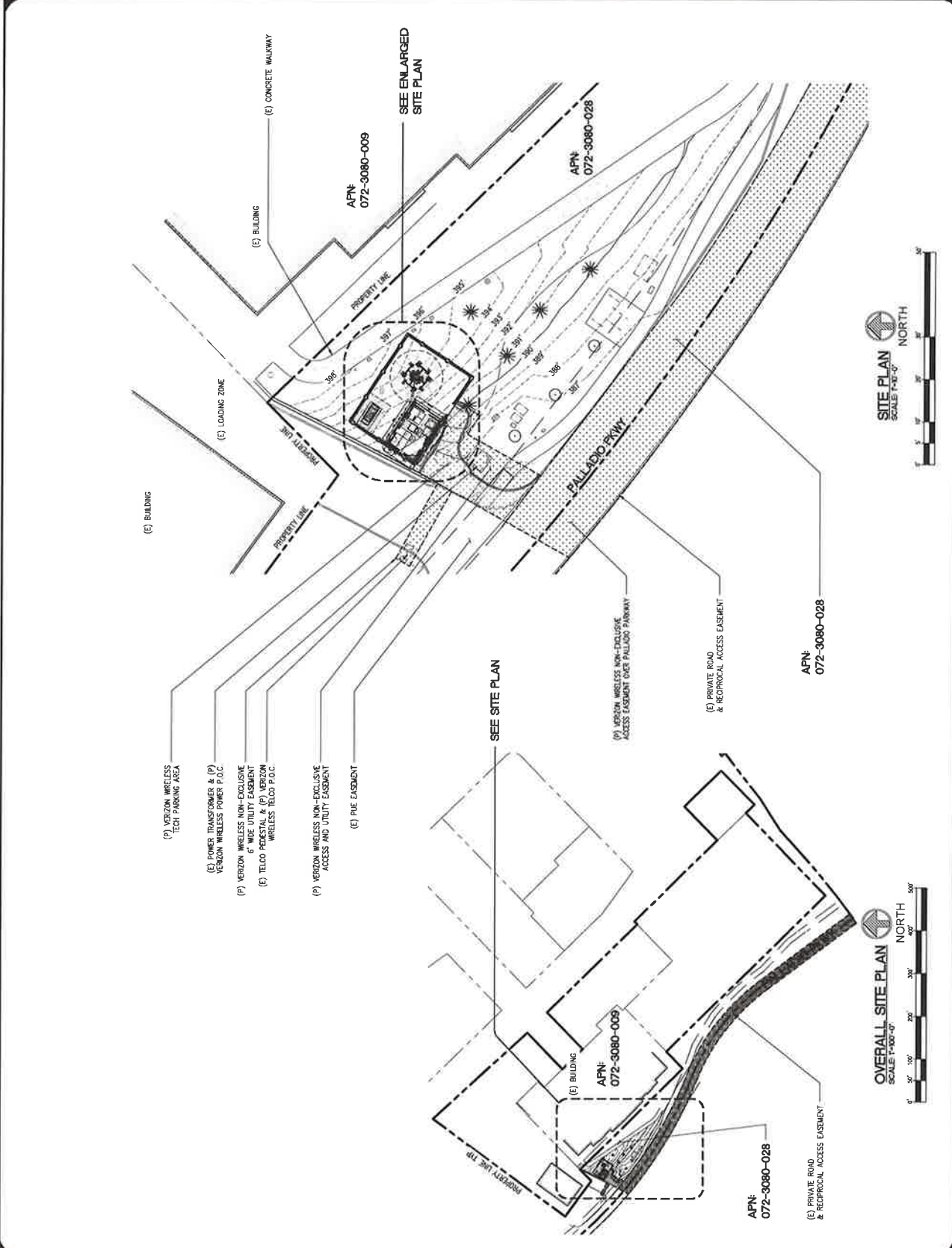
**ATM Engineering**  
 Tim McFarland, SE  
 2925 East Bidwell Street  
 Folsom, CA 95630  
 Phone: 916-8597300  
 Direct: 916-8545177  
 Email: tim@atmengineering.com

STAMP

NO.	DATE	DESCRIPTION	REV.
01	11/26/14	002 TO S	0
02	07/29/13	55% TO S	0
03	07/29/13	100% TO S	0
04	10/29/13	100% TO S	0
05	10/29/13	100% TO S	0
06	10/29/13	100% TO S	0
07	10/29/13	100% TO S	0
08	10/29/13	100% TO S	0
09	10/29/13	100% TO S	0
10	10/29/13	100% TO S	0

SHEET TITLE:  
 OVERALL SITE PLAN  
 & SITE PLAN

**A-1**



- (P) VERIZON WIRELESS TECH PARKING AREA
- (E) POWER TRANSFORMER & (P) VERIZON WIRELESS POWER P.O.C.
- (P) VERIZON WIRELESS NON-EXCLUSIVE 6" WIDE UTILITY EASEMENT
- (E) TELCO PEDESTAL & (P) VERIZON WIRELESS TELCO P.O.C.
- (P) VERIZON WIRELESS NON-EXCLUSIVE ACCESS AND UTILITY EASEMENT
- (E) PIE EASEMENT

**OVERALL SITE PLAN**  
 SCALE 1"=100'-0"  
 NORTH

**SITE PLAN**  
 SCALE 1"=50'-0"  
 NORTH

Verizon Wireless

VERIZON WIRELESS, 285 PARKSHORE DRIVE, FOLSOM, CA 95630

**PALLADIO**  
 PS LOCATION #: 279042  
 204 PALLADIO PKWY,  
 FOLSOM, CA 95630



**ATM Engineering**  
 Tim McFarland, SE  
 2535 East Blinnell Street  
 Folsom, CA 95630  
 Phone: 916-859-7390  
 Direct: 916-934-3177  
 Email: timm@atmengineering.com

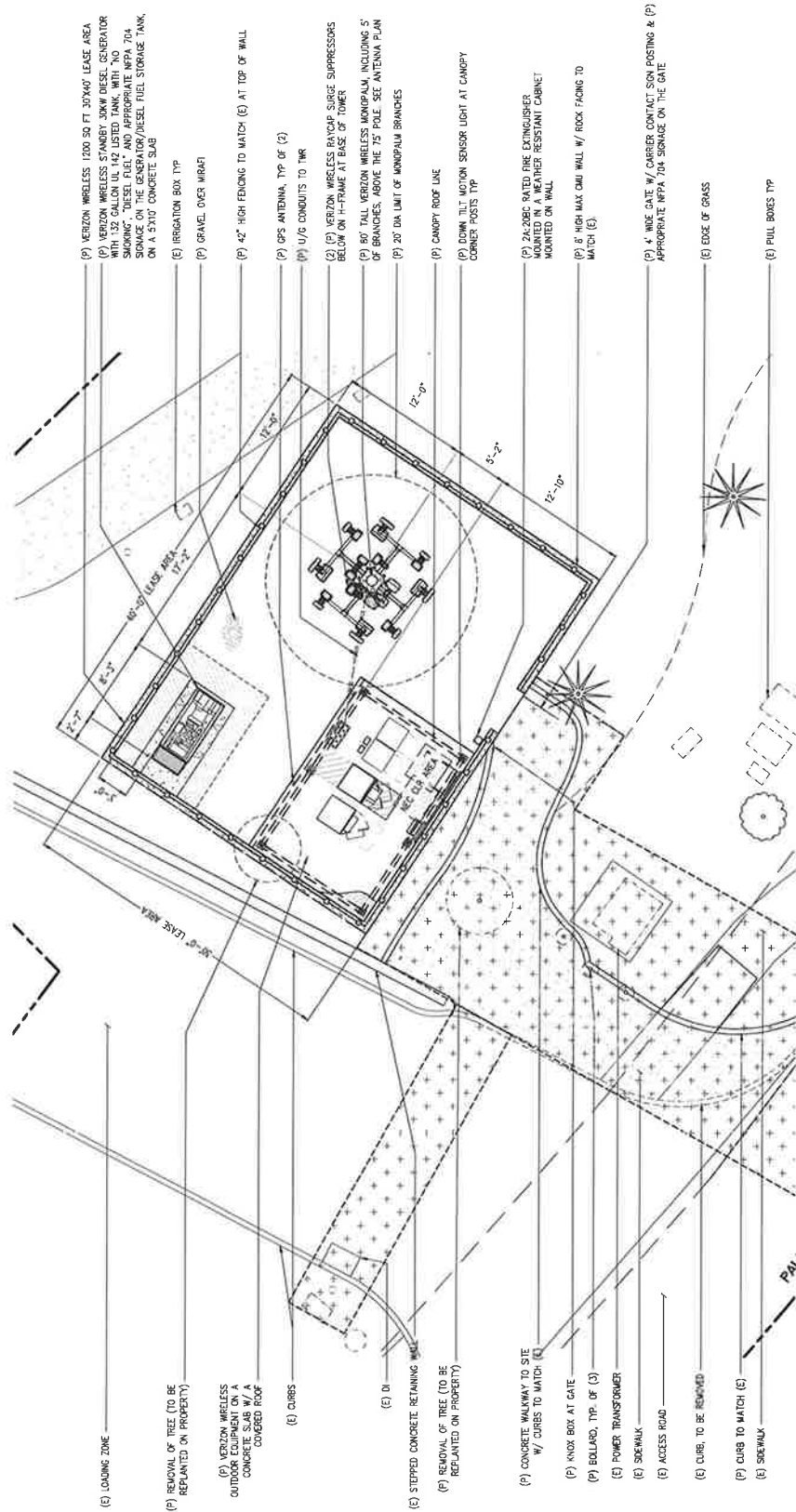
STAMP

**ISSUE STATUS**

NO.	DATE	DESCRIPTION	REV.
01	11/28/14	60% 70% S	0
02	07/09/15	85% 90% S	0
03	07/09/15	DOOR 201	0
04	11/23/14	DOOR 201	0

SHEET TITLE:  
 ENLARGED SITE PLAN

**A-2**



- (E) LOADING ZONE
- (P) REMOVAL OF TREE (TO BE REPLANTED ON PROPERTY)
- (E) VERIZON WIRELESS OUTDOOR ANTENNA W/ A CONCRETE SLAB W/ A COVERED ROOF
- (E) CURBS
- (E) DI
- (E) STEPPED CONCRETE RETAINING WALL
- (P) REMOVAL OF TREE (TO BE REPLANTED ON PROPERTY)
- (P) CONCRETE WALKWAY TO SITE W/ CURBS TO MATCH (E)
- (P) KNOX BOX AT GATE
- (P) BOLLARD, TYP. OF (3)
- (E) POWER TRANSFORMER
- (E) SIDEWALK
- (E) ACCESS ROAD
- (E) CURB, TO BE REMOVED
- (P) CURB TO MATCH (E)
- (E) SIDEWALK
- (P) VERIZON WIRELESS 1000 SQ. FT. STORAGE LEASE AREA
- (P) VERIZON WIRELESS STORAGE AREA W/ DIESEL GENERATOR W/ 150 GALLON DIESEL TANK AND "DIESEL FUEL" AND APPROPRIATE NFPA 70A STORAGE ON THE GENERATOR/DIESEL FUEL STORAGE TANK, ON A 6'X10' CONCRETE SLAB
- (E) IRRIGATION BOX TYP
- (P) GRAVEL OVER MB&A
- (P) 4" HIGH FENCING TO MATCH (E) AT TOP OF WALL
- (P) OPS ANTENNA, TYP. OF (2)
- (P) U/A CONDUITS TO TWR
- (P) VERIZON WIRELESS RAYCAP SURGE SUPPRESSORS BELOW ON H-FRAME AT BASE OF TOWER
- (P) 80' TALL VERIZON WIRELESS MONOPOL, INCLUDING 5' OF BRANCHES, ABOVE THE 75' POLE. SEE ANTENNA PLAN
- (P) 20" DIA LIMIT OF MONOPOL BRANCHES
- (P) CANOPY ROOF LINE
- (P) DOWN TILT MOTION SENSOR LIGHT AT CANOPY CORNER POSTS TYP
- (P) 2A-20BC RATED FIRE EXTINGUISHER MOUNTED IN A WEATHER RESISTANT CABINET
- (P) 8" HIGH MAX CURB WALL W/ ROCK FACING TO MATCH (E)
- (P) 4" WIDE GATE W/ CARRIER CONTACT SIGN POSTING & (P) APPROPRIATE NFPA 70A STORAGE ON THE GATE
- (E) EDGE OF GRASS
- (E) PULL BOXES TYP



**ATM Engineering**  
 Tim McFarland SE  
 2525 East 8th Street  
 Folsom, CA 95630  
 Phone: 916-859-7500  
 Direct: 916-554-3177  
 Email: timm@atmengineering.com

STAMP

**ISSUE STATUS**

INT	DATE	DESCRIPTION	REV
0	08/17/2014	004 20'S	0
0	08/17/2014	005 20'S	0
0	08/17/2014	006 20'S	0
0	08/17/2014	007 20'S	0
0	08/17/2014	008 20'S	0
0	08/17/2014	009 20'S	0
0	08/17/2014	010 20'S	0
0	08/17/2014	011 20'S	0
0	08/17/2014	012 20'S	0
0	08/17/2014	013 20'S	0
0	08/17/2014	014 20'S	0
0	08/17/2014	015 20'S	0
0	08/17/2014	016 20'S	0
0	08/17/2014	017 20'S	0
0	08/17/2014	018 20'S	0
0	08/17/2014	019 20'S	0
0	08/17/2014	020 20'S	0

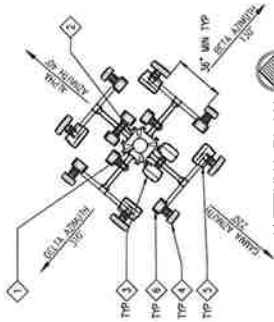
SHEET TITLE:  
 EQUIPMENT PLAN &  
 ANTENNA PLAN

**A-3**

**ANTENNA PLAN KEY NOTES:**

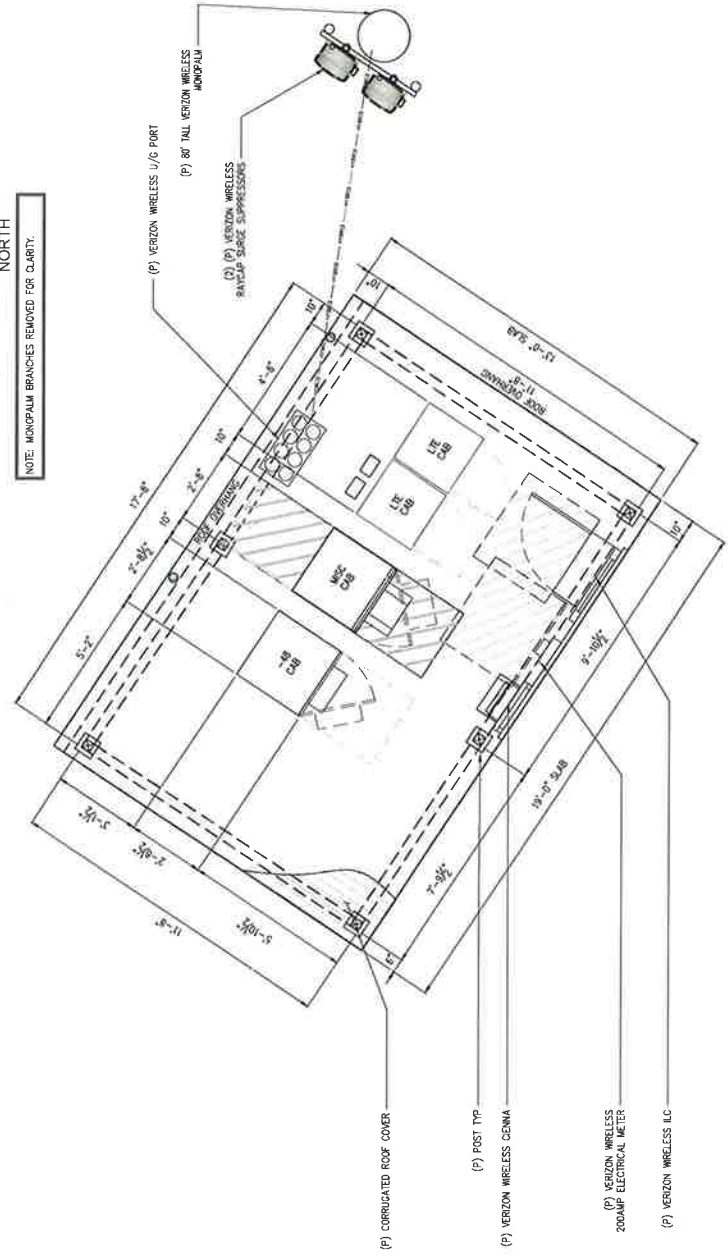
- 1 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 2 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 3 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 4 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 5 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 6 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 7 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 8 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 9 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 10 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 11 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 12 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 13 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 14 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 15 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 16 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 17 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 18 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 19 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL
- 20 (P) (1) 80" TALL VERIZON WIRELESS MONOPOL

NOTES: (P) EQUIPMENT INSTALL TO BE VERTICALLY STAGGERED TO ACHIEVE ALL MIN CLEARANCES



**ANTENNA PLAN**  
 SCALE 1/4"=1'-0"  
 NORTH

NOTE: MONOPOLM BRANCHES REMOVED FOR CLARITY.



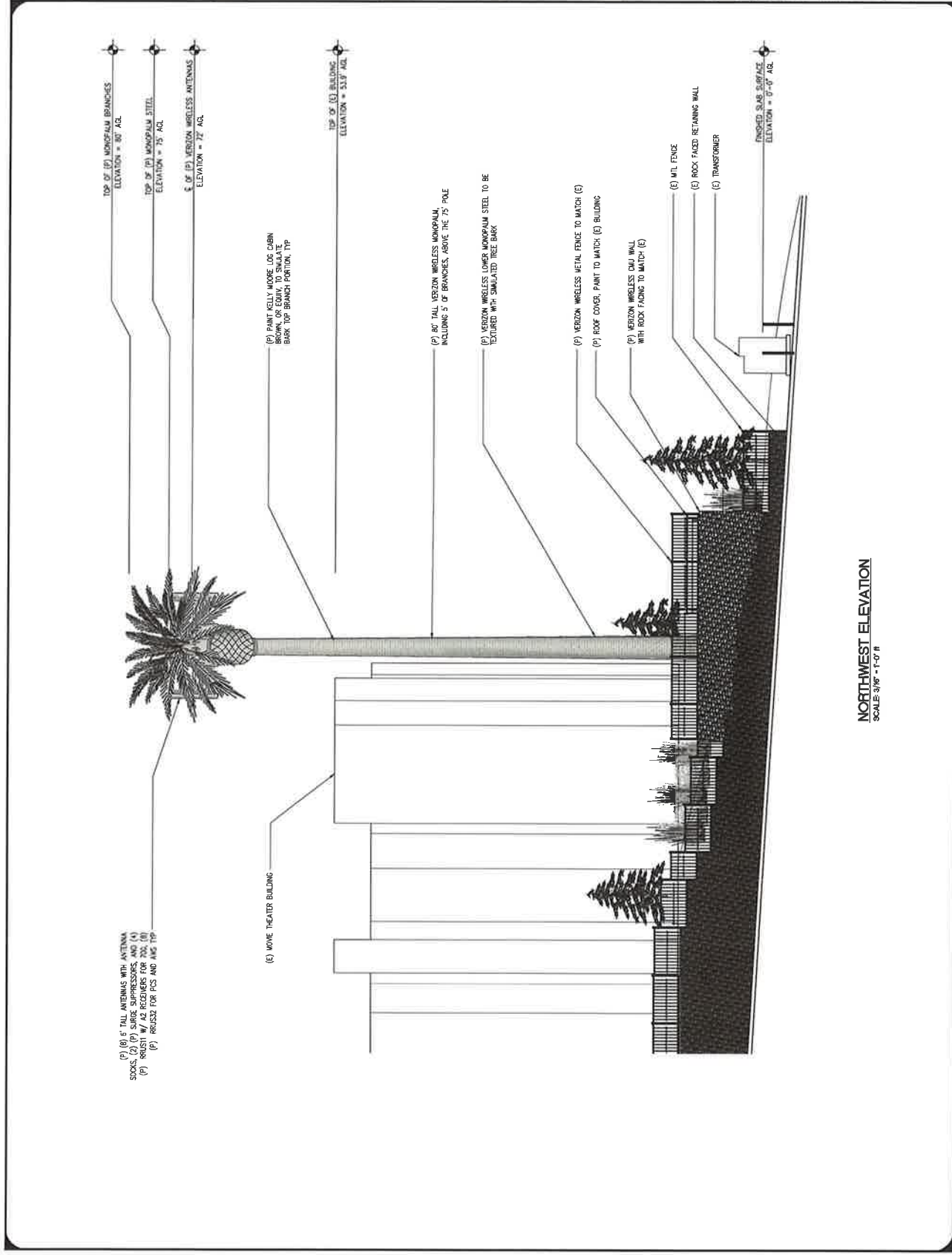
**EQUIPMENT PLAN**  
 SCALE 1/2"=1'-0"  
 NORTH





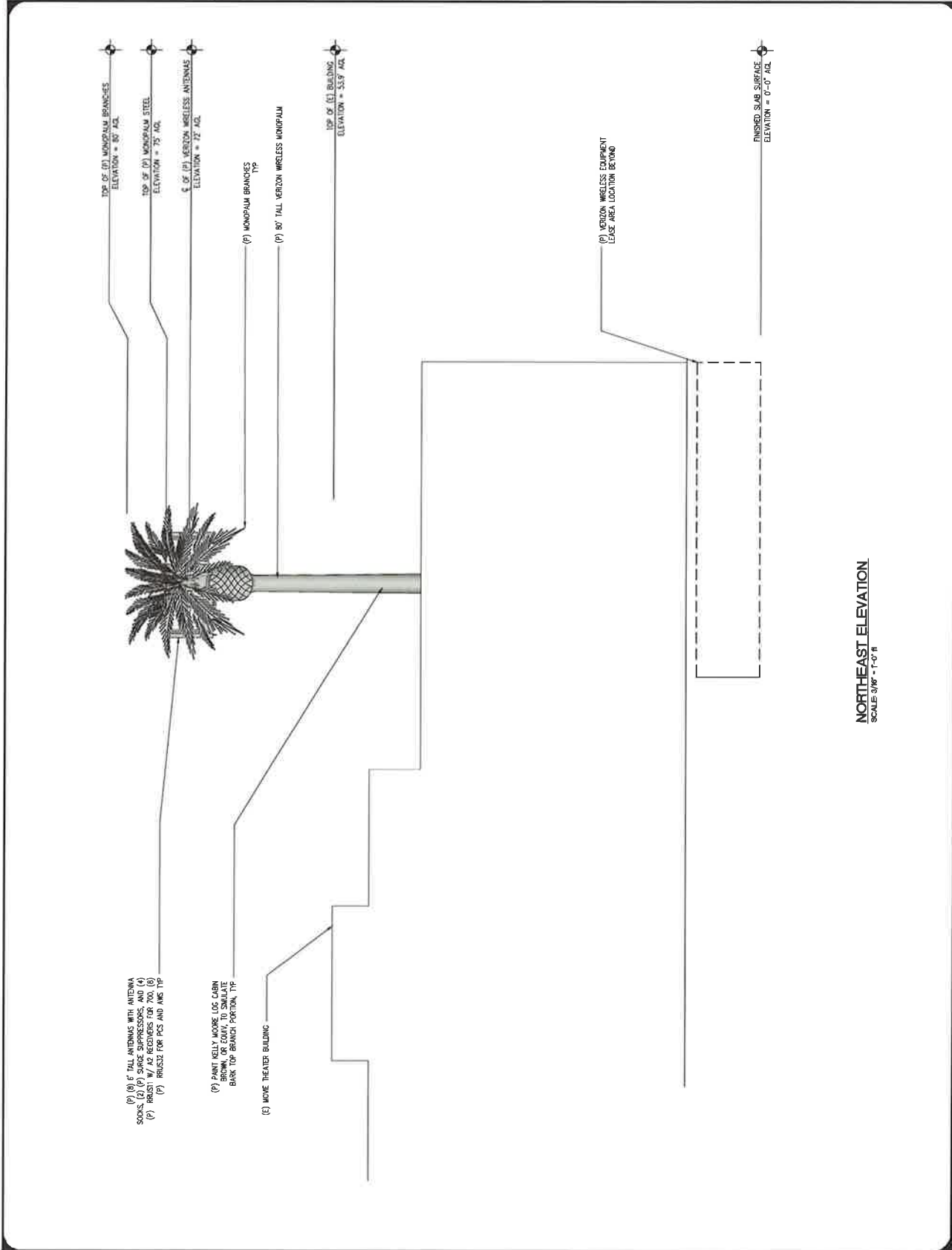


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2	02/05/15	65% 70% S	0
3	03/09/15	100% 70% S	0
4	03/25/15	100% 70% S - INTERFERE	0



**NORTHWEST ELEVATION**  
 SCALE: 3/16" = 1'-0" H

INT.	DATE	DESCRIPTION	REV.
01	11/26/14	DATE 70'S	0
02	07/09/15	DATE 10'S	0
03	07/09/15	DATE 20'S	0
04	07/27/15	DATE 30'S-INTERIOR	0



(P) (B) 6' TALL ANTIWIND WITH ANTENNA  
 SENSORS (P) 30' TALL SENSORS (P) (A)  
 (P) BRACES FOR PCS AND ANS TIP

(P) PAINT KELLY MOORE LOG CABIN  
 FINISH (E) 200'. SIMULATE  
 BRACE TOP BRANCH POSITION, TIP

(E) MOVE THEATER BUILDING

TOP OF (D) MONOPALM BRANCHES  
 ELEVATION = 80' AGL

TOP OF (D) MONOPALM STEEL  
 ELEVATION = 75' AGL

S. OF (E) VERIZON WIRELESS ANTENNAE  
 ELEVATION = 72' AGL

(P) MONOPALM BRANCHES  
 TIP

(P) 80' TALL VERIZON WIRELESS MONOPALM

TOP OF (E) BUILDING  
 ELEVATION = 333' AGL

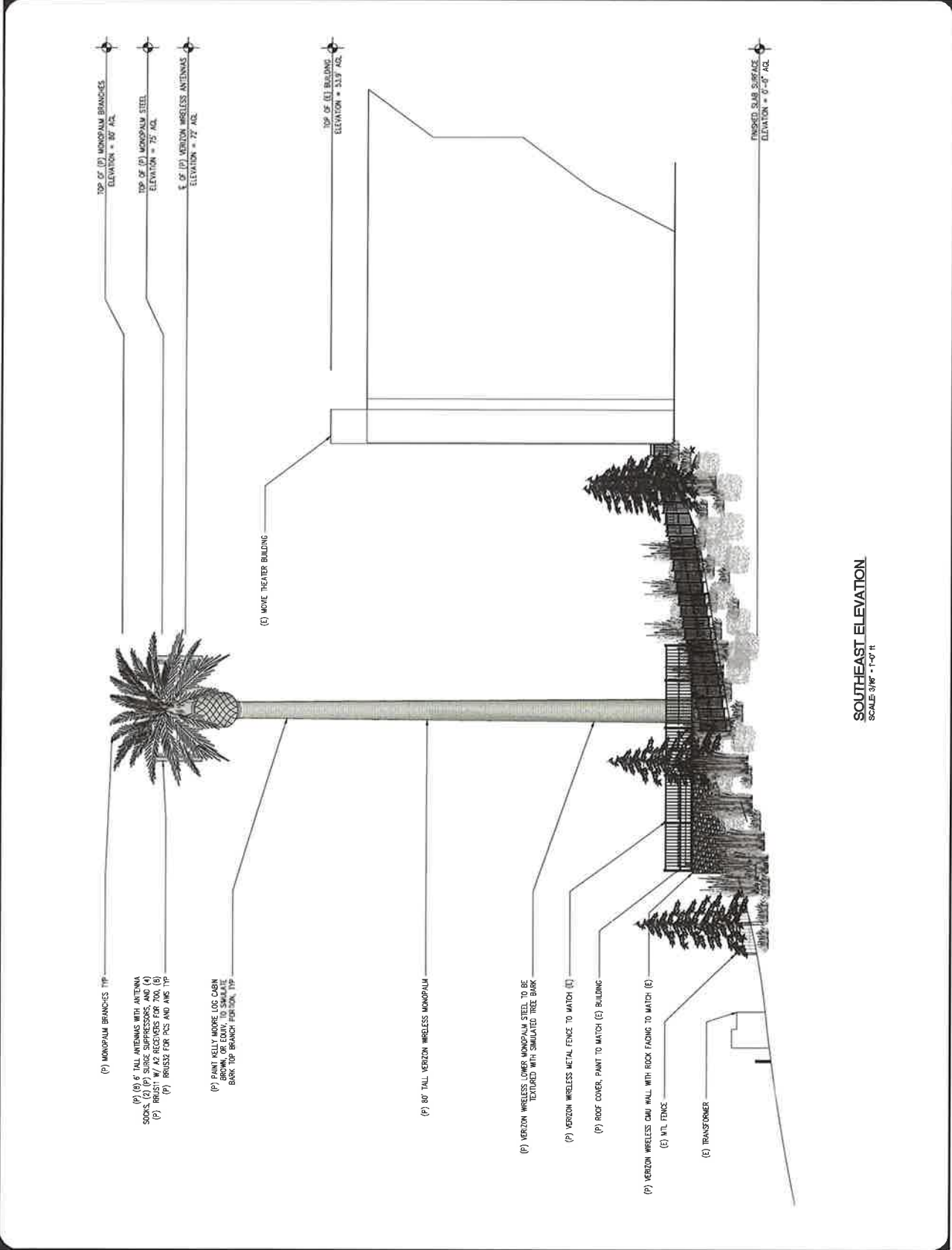
(D) VERIZON WIRELESS EQUIPMENT  
 LEASE AREA LOCATION BEYOND

FINISHED 2nd FLOOR SURFACE  
 ELEVATION = 0'-0" AGL

**NORTHEAST ELEVATION**  
 SCALE: 1/8" = 1'-0"

**ISSUE STATUS**

NO.	DATE	DESCRIPTION	REV
01	11/26/14	002 70'S	0
02	02/09/15	008 70'S	0
03	03/09/15	008 70'S	0
04	03/23/15	008 70'S-008-002A	0



**SOUTHEAST ELEVATION**  
 SCALE 3/16" = 1'-0" H

Attachment 3  
Engineering Study



**Verizon Wireless • Proposed Base Station (Site No. 279039 “Palladio”)  
204 Palladio Parkway • Folsom, California**

**Statement of Hammett & Edison, Inc., Consulting Engineers**

The firm of Hammett & Edison, Inc., Consulting Engineers, has been retained on behalf of Verizon Wireless, a personal wireless telecommunications carrier, to evaluate the base station (Site No. 279039 “Palladio”) proposed to be located at 204 Palladio Parkway in Folsom, California, for compliance with appropriate guidelines limiting human exposure to radio frequency (“RF”) electromagnetic fields.

**Executive Summary**

Verizon proposes to install directional panel antennas on a tall pole to be located at 204 Palladio Parkway in Folsom. The proposed operation will comply with the FCC guidelines limiting public exposure to RF energy.

**Prevailing Exposure Standards**

The U.S. Congress requires that the Federal Communications Commission (“FCC”) evaluate its actions for possible significant impact on the environment. A summary of the FCC’s exposure limits is shown in Figure 1. These limits apply for continuous exposures and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. The most restrictive FCC limit for exposures of unlimited duration to radio frequency energy for several personal wireless services are as follows:

Wireless Service	Frequency Band	Occupational Limit	Public Limit
Microwave (Point-to-Point)	5–80 GHz	5.00 mW/cm <sup>2</sup>	1.00 mW/cm <sup>2</sup>
WiFi (and unlicensed uses)	2–6	5.00	1.00
BRS (Broadband Radio)	2,600 MHz	5.00	1.00
WCS (Wireless Communication)	2,300	5.00	1.00
AWS (Advanced Wireless)	2,100	5.00	1.00
PCS (Personal Communication)	1,950	5.00	1.00
Cellular	870	2.90	0.58
SMR (Specialized Mobile Radio)	855	2.85	0.57
700 MHz	700	2.40	0.48
[most restrictive frequency range]	30–300	1.00	0.20

**General Facility Requirements**

Base stations typically consist of two distinct parts: the electronic transceivers (also called “radios” or “channels”) that are connected to the traditional wired telephone lines, and the passive antennas that send the wireless signals created by the radios out to be received by individual subscriber units. The transceivers are often located at ground level and are connected to the antennas by coaxial cables. A small antenna for reception of GPS signals is also required, mounted with a clear view of the sky. Because of the short wavelength of the frequencies assigned by the FCC for wireless services, the

**Verizon Wireless • Proposed Base Station (Site No. 279039 “Palladio”)  
204 Palladio Parkway • Folsom, California**

antennas require line-of-sight paths for their signals to propagate well and so are installed at some height above ground. The antennas are designed to concentrate their energy toward the horizon, with very little energy wasted toward the sky or the ground. This means that it is generally not possible for exposure conditions to approach the maximum permissible exposure limits without being physically very near the antennas.

**Computer Modeling Method**

The FCC provides direction for determining compliance in its Office of Engineering and Technology Bulletin No. 65, “Evaluating Compliance with FCC-Specified Guidelines for Human Exposure to Radio Frequency Radiation,” dated August 1997. Figure 2 describes the calculation methodologies, reflecting the facts that a directional antenna’s radiation pattern is not fully formed at locations very close by (the “near-field” effect) and that at greater distances the power level from an energy source decreases with the square of the distance from it (the “inverse square law”). The conservative nature of this method for evaluating exposure conditions has been verified by numerous field tests.

**Site and Facility Description**

Based upon information provided by Verizon, including zoning drawings by ATM Engineering, dated March 9, 2015, it is proposed to install eight Andrew Model SBNHH-1D65B directional panel antennas on a new 80-foot pole, configured to resemble a pine tree, to be sited behind the Palladio 16 Cinemas, located at 204 Palladio Parkway in Folsom. The antennas would employ up to 8° downtilt, would be mounted at an effective height of about 72 feet above ground, and would be oriented in pairs toward 40°T, 130°T, 220°T, and 310°T, to provide service in all directions. The maximum effective radiated power in any direction would be 13,450 watts, representing simultaneous operation at 4,620 watts for AWS, 4,210 watts for PCS, 2,600 watts for cellular, and 2,020 watts for 700 MHz service. There are reported no other wireless telecommunications base stations at the site or nearby.

**Study Results**

For a person anywhere at ground, the maximum RF exposure level due to the proposed Verizon operation is calculated to be 0.011 mW/cm<sup>2</sup>, which is 2.1% of the applicable public exposure limit. The maximum calculated level at any nearby building\* is 7.8% of the public exposure limit. There are no residences located within 1,000 feet of the antennas. It should be noted that these results include several “worst-case” assumptions and therefore are expected to overstate actual power density levels from the proposed operation.

---

\* Located at least 30 feet away, based on the drawings.

**Verizon Wireless • Proposed Base Station (Site No. 279039 "Palladio")  
204 Palladio Parkway • Folsom, California**

**No Recommended Mitigation Measures**

Due to their mounting locations and height, the Verizon antennas would not be accessible to unauthorized persons, and so no mitigation measures are necessary to comply with the FCC public exposure guidelines. It is presumed that Verizon will, as an FCC licensee, take adequate steps to ensure that its employees or contractors receive appropriate training and comply with FCC occupational exposure guidelines whenever work is required near the antennas themselves.

**Conclusion**

Based on the information and analysis above, it is the undersigned's professional opinion that operation of the base station proposed by Verizon Wireless at 204 Palladio Parkway in Folsom, California, will comply with the prevailing standards for limiting public exposure to radio frequency energy and, therefore, will not for this reason cause a significant impact on the environment. The highest calculated level in publicly accessible areas is much less than the prevailing standards allow for exposures of unlimited duration. This finding is consistent with measurements of actual exposure conditions taken at other operating base stations.

**Authorship**

The undersigned author of this statement is a qualified Professional Engineer, holding California Registration No. E-20309, which expires on March 31, 2017. This work has been carried out under her direction, and all statements are true and correct of her own knowledge except, where noted, when data has been supplied by others, which data she believes to be correct.



*Andrea L. Bright*  
Andrea L. Bright, P.E.  
707/996-5200

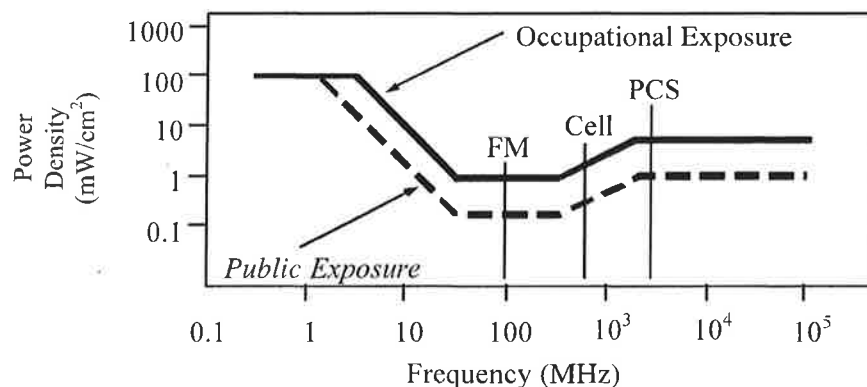
May 27, 2015

## FCC Radio Frequency Protection Guide

The U.S. Congress required (1996 Telecom Act) the Federal Communications Commission (“FCC”) to adopt a nationwide human exposure standard to ensure that its licensees do not, cumulatively, have a significant impact on the environment. The FCC adopted the limits from Report No. 86, “Biological Effects and Exposure Criteria for Radiofrequency Electromagnetic Fields,” published in 1986 by the Congressionally chartered National Council on Radiation Protection and Measurements (“NCRP”). Separate limits apply for occupational and public exposure conditions, with the latter limits generally five times more restrictive. The more recent standard, developed by the Institute of Electrical and Electronics Engineers and approved as American National Standard ANSI/IEEE C95.1-2006, “Safety Levels with Respect to Human Exposure to Radio Frequency Electromagnetic Fields, 3 kHz to 300 GHz,” includes similar limits. These limits apply for continuous exposures from all sources and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health.

As shown in the table and chart below, separate limits apply for occupational and public exposure conditions, with the latter limits (in *italics* and/or dashed) up to five times more restrictive:

Frequency Applicable Range (MHz)	Electromagnetic Fields ( <i>f</i> is frequency of emission in MHz)					
	Electric Field Strength (V/m)		Magnetic Field Strength (A/m)		Equivalent Far-Field Power Density (mW/cm <sup>2</sup> )	
0.3 – 1.34	614	<i>614</i>	1.63	<i>1.63</i>	100	<i>100</i>
1.34 – 3.0	614	<i>823.8/f</i>	1.63	<i>2.19/f</i>	100	<i>180/f<sup>2</sup></i>
3.0 – 30	1842/f	<i>823.8/f</i>	4.89/f	<i>2.19/f</i>	900/f <sup>2</sup>	<i>180/f<sup>2</sup></i>
30 – 300	61.4	<i>27.5</i>	0.163	<i>0.0729</i>	1.0	<i>0.2</i>
300 – 1,500	3.54√ <i>f</i>	<i>1.59√f</i>	√ <i>f</i> /106	<i>√f/238</i>	<i>f/300</i>	<i>f/1500</i>
1,500 – 100,000	137	<i>61.4</i>	0.364	<i>0.163</i>	5.0	<i>1.0</i>



Higher levels are allowed for short periods of time, such that total exposure levels averaged over six or thirty minutes, for occupational or public settings, respectively, do not exceed the limits, and higher levels also are allowed for exposures to small areas, such that the spatially averaged levels do not exceed the limits. However, neither of these allowances is incorporated in the conservative calculation formulas in the FCC Office of Engineering and Technology Bulletin No. 65 (August 1997) for projecting field levels. Hammett & Edison has built those formulas into a proprietary program that calculates, at each location on an arbitrary rectangular grid, the total expected power density from any number of individual radio sources. The program allows for the description of buildings and uneven terrain, if required to obtain more accurate projections.

## RFR.CALC™ Calculation Methodology

### Assessment by Calculation of Compliance with FCC Exposure Guidelines

The U.S. Congress required (1996 Telecom Act) the Federal Communications Commission (“FCC”) to adopt a nationwide human exposure standard to ensure that its licensees do not, cumulatively, have a significant impact on the environment. The maximum permissible exposure limits adopted by the FCC (see Figure 1) apply for continuous exposures from all sources and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. Higher levels are allowed for short periods of time, such that total exposure levels averaged over six or thirty minutes, for occupational or public settings, respectively, do not exceed the limits.

#### Near Field.

Prediction methods have been developed for the near field zone of panel (directional) and whip (omnidirectional) antennas, typical at wireless telecommunications base stations, as well as dish (aperture) antennas, typically used for microwave links. The antenna patterns are not fully formed in the near field at these antennas, and the FCC Office of Engineering and Technology Bulletin No. 65 (August 1997) gives suitable formulas for calculating power density within such zones.

For a panel or whip antenna, power density  $S = \frac{180}{\theta_{BW}} \times \frac{0.1 \times P_{net}}{\pi \times D \times h}$ , in mW/cm<sup>2</sup>,

and for an aperture antenna, maximum power density  $S_{max} = \frac{0.1 \times 16 \times \eta \times P_{net}}{\pi \times h^2}$ , in mW/cm<sup>2</sup>,

- where  $\theta_{BW}$  = half-power beamwidth of the antenna, in degrees, and  
 $P_{net}$  = net power input to the antenna, in watts,  
 $D$  = distance from antenna, in meters,  
 $h$  = aperture height of the antenna, in meters, and  
 $\eta$  = aperture efficiency (unitless, typically 0.5-0.8).

The factor of 0.1 in the numerators converts to the desired units of power density.

#### Far Field.

OET-65 gives this formula for calculating power density in the far field of an individual RF source:

power density  $S = \frac{2.56 \times 1.64 \times 100 \times RFF^2 \times ERP}{4 \times \pi \times D^2}$ , in mW/cm<sup>2</sup>,

- where ERP = total ERP (all polarizations), in kilowatts,  
RFF = relative field factor at the direction to the actual point of calculation, and  
D = distance from the center of radiation to the point of calculation, in meters.

The factor of 2.56 accounts for the increase in power density due to ground reflection, assuming a reflection coefficient of 1.6 (1.6 x 1.6 = 2.56). The factor of 1.64 is the gain of a half-wave dipole relative to an isotropic radiator. The factor of 100 in the numerator converts to the desired units of power density. This formula has been built into a proprietary program that calculates, at each location on an arbitrary rectangular grid, the total expected power density from any number of individual radiation sources. The program also allows for the description of uneven terrain in the vicinity, to obtain more accurate projections.






# Verizon XLTE Current Coverage

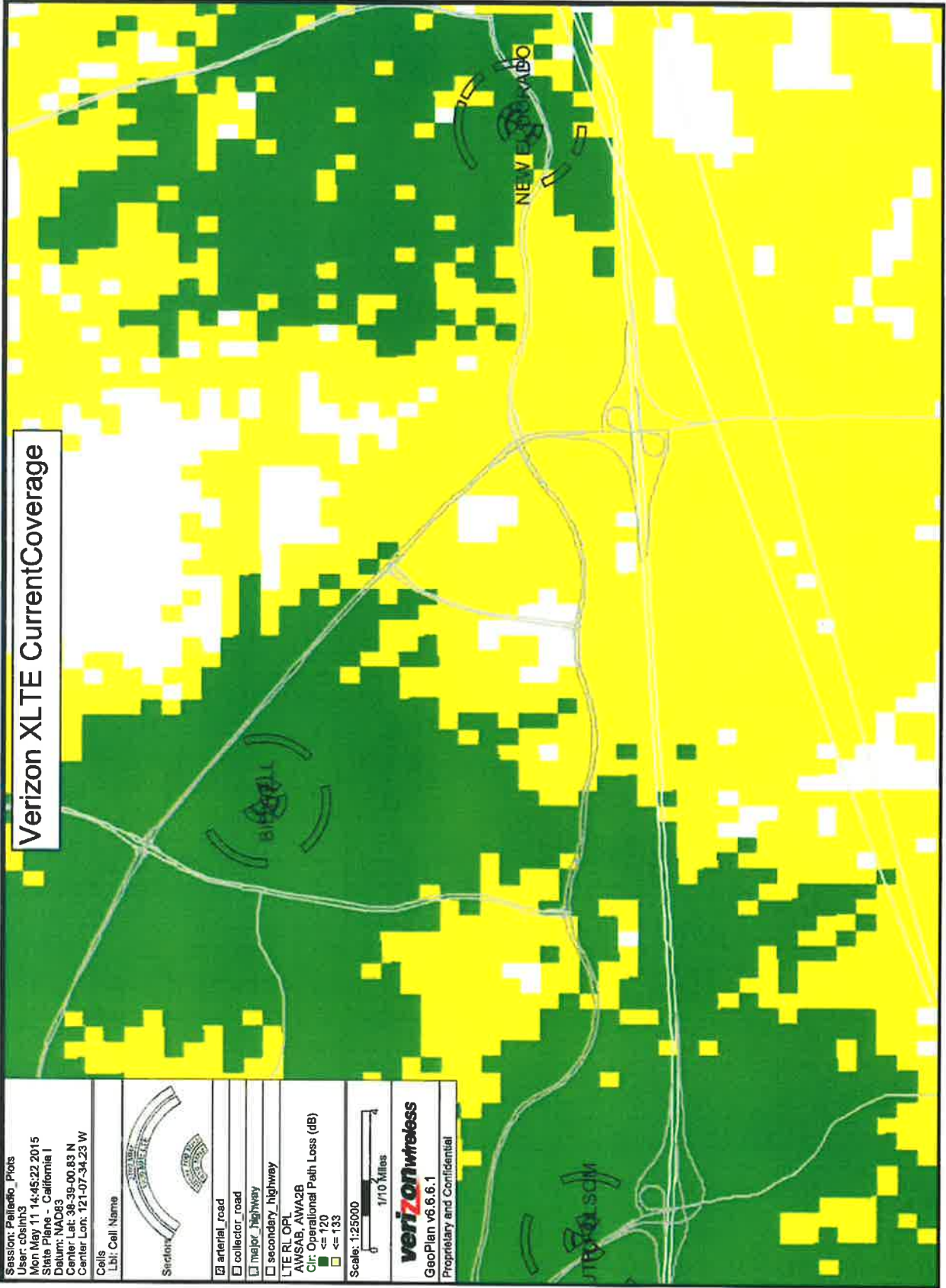
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 User: c0sinh3  
 Mon May 11 14:45:22 2015  
 State Plane - California I  
 Datum: NAD83  
 Center Lat: 38-39-00.83 N  
 Center Lon: 121-07-34.23 W

Cells  
 Lbl: Cell Name



Scale: 1:25000


**verizon**  
 GeoPlan v6.6.6.1  
 Proprietary and Confidential



# Verizon XLTE After Coverage


Session: Palladio\_Plots  
 User: c5inrh3  
 Mon May 11 14:50:51 2015  
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 Datum: NAD83  
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 Center Lon: 121-07-34.23 W

Cells  
 Lbl: Cell Name

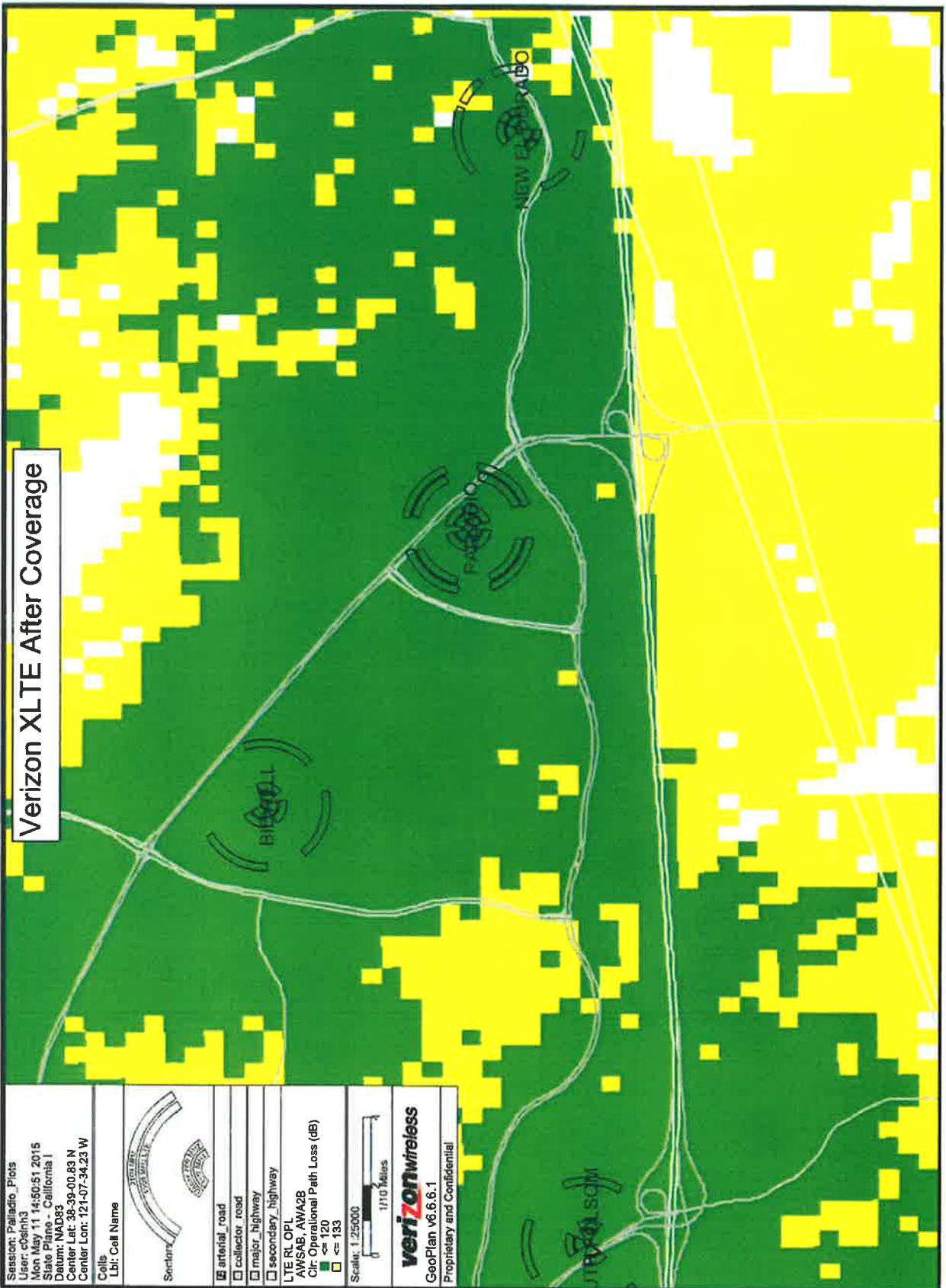
Sectors  


arterial\_road  
 collector\_road  
 major\_highway  
 secondary\_highway

LTE RL OPL  
 AWSAB, AWA2B  
 Cir: Operational Path Loss (dB)  
 <= 120  
 <= 133

Scale: 1:25000  


**verizon**wireless  
 GeoPlan v6.6.6.1  
 Proprietary and Confidential



# Verizon XLTE Coverage

Session: Palladio\_Plots  
 User: c0shh3  
 Mon May 11 14:52:03 2015  
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 Datum: NAD83  
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 Center Lon: 121-07-34.23 W

Cells  
 Lbr: Cell Name



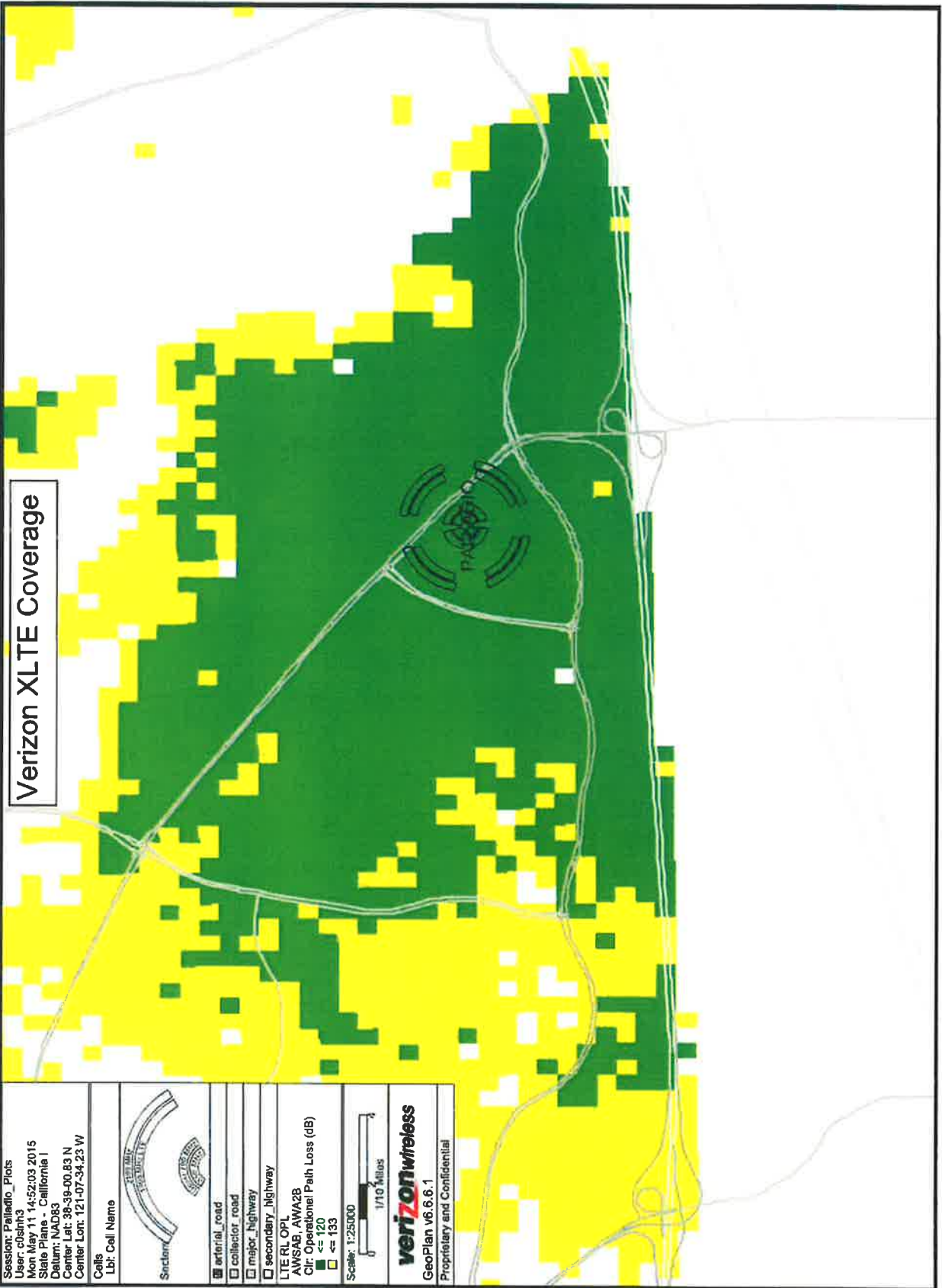
- arterial\_road
- collector\_road
- major\_highway
- secondary\_highway

LTE RL OPL  
 AWSAB, AWA2B  
 Clr: Operational Path Loss (dB)

- <= 120
- <= 133

Scale: 1:25000  
 1/10 Miles

**verizon**wireless  
 GeoPlan v6.6.6.1  
 Proprietary and Confidential



## Attachment 4

### Proposed Colors and Materials







## Attachment 5

### Photo-simulations

# Photo Simulation Aerial Map





Existing



Proposed



view from Iron Point Road looking northwest at site

AdvanceSim  
Photo Simulation Solutions  
Contact (925) 202-8507



279042 Palladio  
204 Palladio Parkway, Folsom, CA  
Photosims Produced on 2-9-2016


*Existing*



*Proposed*



**view from Broadstone Parkway looking east at site**

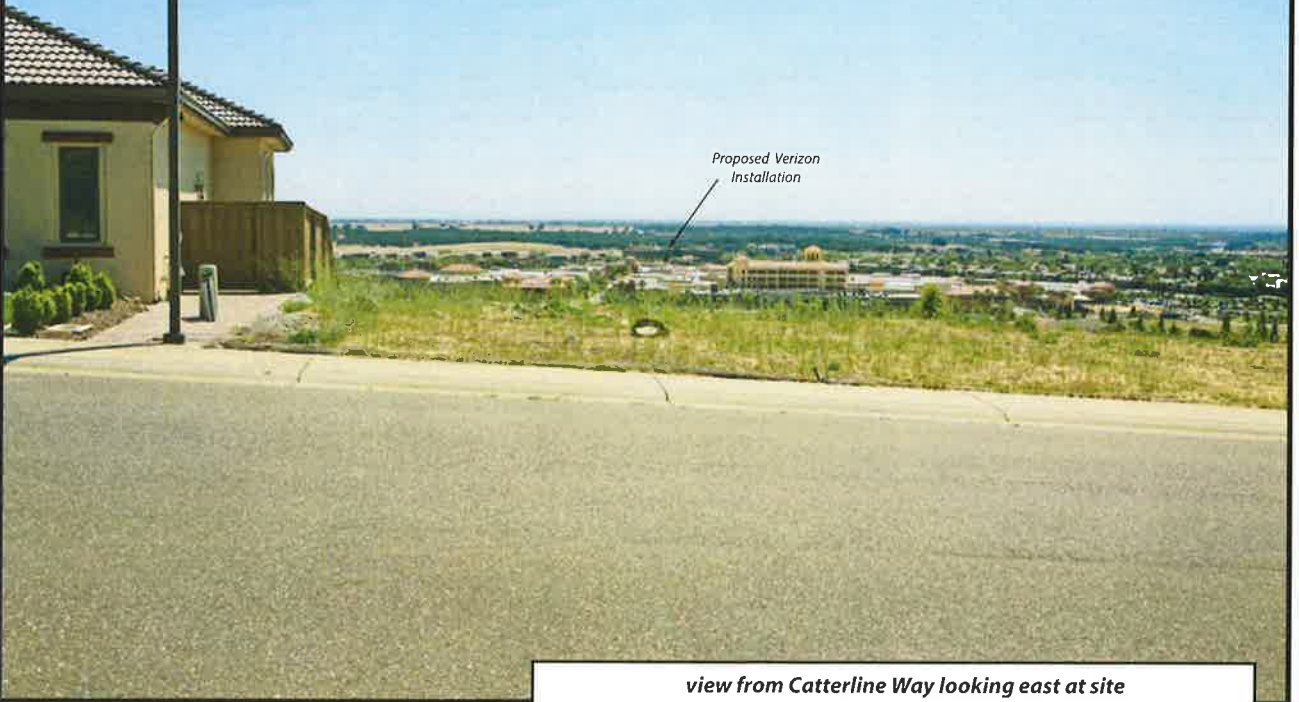
 279042 Palladio  
204 Palladio Parkway, Folsom, CA  
Photosims Produced on 2-9-2016



Existing



Proposed



view from Catterline Way looking east at site

AdvanceSim   
Photo Simulation Solutions  
Contact (925) 202-8507



279042 Palladio  
204 Palladio Parkway, Folsom, CA  
Photosims Produced on 2-9-2016




*Existing*



*Proposed*



view from Palladio Parkway looking northeast at site



279042 Palladio  
204 Palladio Parkway, Folsom, CA  
Photosims Produced on 2-9-2016

## Attachment 6

# Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program

## **Palladio Monopalm Project**

Draft Initial Study & Environmental Evaluation

June 2016

Prepared for:

**City of Folsom**  
**Community Development Department**

50 Natoma Street  
Folsom, CA 95630

Prepared by:

**HELIX Environmental Planning, Inc.**

11 Natoma Street, Suite 155  
Folsom, CA 95630



**Palladio Monopalm Project**

**Draft Initial Study  
and  
Environmental Evaluation**

*Prepared for:*

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

*Prepared by:*

HELIX Environmental Planning, Inc.  
11 Natoma Street, Suite 155  
Folsom, CA 95630

**June 2016**





## ENVIRONMENTAL DETERMINATION

On the basis of the initial evaluation that follows:

- I find that the proposed project WOULD NOT have a significant effect on the environment.
- A NEGATIVE DECLARATION will be prepared.

- I find that although the proposed project could have a significant effect on the environment, the project impacts were adequately addressed in an earlier document or there will not be a significant effect in this case because revisions in the project have been made that will avoid or reduce any potential significant effects to a less than significant level. A
- MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment. An
- ENVIRONMENTAL IMPACT REPORT will be prepared.

- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and
- 2) has been addressed by MMs based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or MMs that are imposed upon the proposed project, nothing further is required.
- 

David E. Miller  
Signature

6/30/16  
Date

DAVID E. MILLER  
Printed Name



**PALLADIO MONOPALM PROJECT  
DRAFT INITIAL STUDY AND ENVIRONMENTAL EVALUATION**

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**INITIAL STUDY AND  
ENVIRONMENTAL EVALUATION**

<b>Project Title:</b>	Palladio Monopalm Project
<b>Entitlements Requested:</b>	Conditional Use Permit
<b>Lead Agency Name and Address:</b>	City of Folsom Community Development Department 50 Natoma Street Folsom, CA 95630
<b>Contact Person and Phone Number</b>	Josh Kinkade, Assistant Planner (916) 355-7214
<b>Project Applicant:</b>	Epic Wireless Group 8700 Auburn Folsom Road, Suite 400 Granite Bay, CA 95746
<b>General Plan Designation:</b> Regional Commercial (RCC)	<b>Existing Zoning:</b> C-3 PD (General Commercial District – Planned Development)

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## 1.0 INTRODUCTION

This Initial Study addresses the proposed Palladio Monopalm Project (proposed project) and whether it may cause significant effects on the environment. These potential environmental effects are further evaluated to determine whether they were examined in the Folsom General Plan Environmental Impact Report (EIR; 1988) as amended by the EIR for the East Area Facilities Plan (1992). In particular, consistent with Public Resources Code (PRC) §21083.3, this Initial Study focuses on any effects on the environment which are specific to the proposed project, or to the parcel on which the project would be located, which were not analyzed as potentially significant effects in the General Plan EIR as amended by the EIR for the East Area Facilities Plan, or for which substantial new information shows that identified effects would be more significant than described in the previous EIRs. For additional information regarding the relationship between the proposed project and the previous EIRs, see Section 6 of this Initial Study.

The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [§15152(b)(2)] of the California Environmental Quality Act (CEQA) Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on State CEQA Guidelines Sections §§15064 and 15064.4 in its determination of the significance of environmental effects. According to §15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.

## 2.0 PROJECT BACKGROUND

In 1991, the City Council certified the Broadstone Unit No. 2 Master Plan EIR for 805 acres of development, including this 116-acre site identified as a regional mall. The overall plan consisted of approximately 1,092 single-family units, 672 multifamily units, in addition to commercial and office development. The project site has been designated for development of a regional mall since the approval of the Broadstone Unit No. 2 Master Plan in 1991. The Master Plan EIR tiered of the City's previously certified East Area Facilities Plan EIR, and is a program EIR that evaluates the potentially significant effects of developing land uses pursuant to the proposed Broadstone Master Plan within the City of Folsom. Use of the Program EIR allowed the City to evaluate area-wide and cumulative impacts, where potential individual impacts caused by specific development projects within the Master Plan boundaries would require subsequent environmental analysis.

In 2003, a Tentative Parcel Map was approved on the site to allow for the future development of the regional mall. On December 15, 2004, the Planning Commission approved a Planned Development Permit, Conditional Use Permit, and Addendum to the Broadstone Unit No. 2 Master Plan EIR for development of a 930,000-square-foot regional commercial center and an 815,000-square-foot Kaiser Permanente Medical Center at the Broadstone Unit No. 2 Regional Mall site.

Subsequent to the 2004 approval of the Palladio regional commercial center and Kaiser Permanente Medical Center, the applicant made revisions to the site plan and building elevations. The most notable changes include: modification of the interior roadways, addition of a marketplace square, enhancement of the main street architectural theme, a reduction in the number of parking garages, relocation of the parking garages, and elimination of the two anchor tenant buildings. The changes to the site plan and building elevations are reflected in the subject application.

The following technical reports, quantified analysis and/or surveys were used in preparation of this Initial Study and are incorporated by reference:

- Cultural Resources records search and pedestrian survey, conducted by North Central Information Center and HELIX archaeologist on May 3, 2016 and April 16, 2016, respectively.

### 3.0 DESCRIPTION OF PROJECT

#### 3.1 PROJECT LOCATION

The project site consists of an approximately 30 foot by 40 foot (0.28 acre) site situated in southeastern City of Folsom in northeastern Sacramento County, California. The project site is located on the east side of Palladio Parkway between Iron Point Road and Via Fiori. The project site is located at 204 Palladio Parkway, and the project parcel is identified as Assessor's Parcel Number (APN) 072-3080-028. The project site is located within Section 8, Township 10 North, Range 8 East (Clarksville Base and Meridian, United States Geological Survey 7.5 minute "Clarksville Quadrangle"). Refer to **Figure 1** for the regional project location and **Figure 2** for the project vicinity (Appendix A).

#### 3.2 PROJECT SETTING AND SURROUNDING LAND USES

##### 3.2.1 Physical Landscape

The project site is currently developed as a landscaped area for a shopping center (Palladio at Broadstone) and is bound by Palladio Parkway to the west, additional landscaping to the south, a movie theater (Palladio 16 Cinemas) to the east, and retail shopping to the north. Further west across Palladio Parkway is an ambulatory surgery center. The more regional setting is primarily characterized by retail/commercial and residential development associated with built-out portions of Folsom to the west and east including single- and multi-family residential development and commercial business centers, as well as undeveloped parcels nearby the site and extensive undeveloped lands south of U.S. Highway 50. Neighboring land uses are summarized in **Table 1**.

<b>DIRECTION</b>	<b>LAND USE</b>
North	Commercial development, single-family development
East	Commercial development, undeveloped parcels, patchy single-family residential
South	Iron Point Road, commercial development, U.S. Highway 50, open space
West	Undeveloped parcels, single- and multi-family development.

With development of the shopping center, the project site has been landscaped with small shrubs and one pine tree. The site has a slight east-to-west slope, with the eastern end at approximately 396 feet above mean sea level (amsl) and the western end at 388 amsl. Terrain in the regional vicinity of the site is mostly flat. A pathway that exits the movie theater and leads to the sidewalk on Palladio Parkway is located adjacent to the east of the project site and a delivery driveway into the retail area is located adjacent to the north.



### 3.2.2 General Plan Land Use Designation and Zoning

The project site is within one APN, 072-3080-028. The General Plan currently identifies this APN as RCC (Regional Commercial), and the current zoning is C-3 PD (General Commercial District – Planned Development).

### 3.3 PROJECT CHARACTERISTICS

Epic Wireless Group proposes to install eight Andrew Model SBNHH-1D65B directional panel antennas on a new 80-foot pole, configured to resemble a palm tree (“monopalm”) at Site No. 279039. The antennas would be mounted at an effective height of about 72 feet above ground with a 6-foot height and would employ up to an 8° down-tilt, and would be oriented in pairs toward 40°T, 130°T, 220°T, and 310°T, to provide service in all directions. The branches of the monopalm would have an estimated diameter of 20 feet.

Additional proposed improvements include supporting equipment for the monopalm, including a wireless standby 30 kW diesel generator, four cabinets (two LTE cabinets, one miscellaneous cabinet, and one -48 cabinet), and a down-tilt motion sensor light. The generator would be placed on a 5-foot by 10-foot concrete slab. The cabinets would be covered with a canopy roof. The monopalm and ancillary equipment would be surrounded by an 8-foot high concrete masonry unit wall with 42-inch high security fencing, with a gate located on the western end of the site. A pathway would be constructed from this gate to the sidewalk on Palladio Parkway. For project surfaces not covered by the monopalm or supporting equipment, gravel would be laid over geotextiles to provide for weed suppression and drainage to existing shopping center drainage systems.

The maximum effective radiated power in any direction from the antennas would be 13,450 watts, representing simultaneous operation at 4,620 watts for Advanced Wireless Services (AWS), 4,210 watts for Personal Communications Services (PCS), 2,600 watts for cellular, and 2,020 watts for 700 megahertz (MHz) service. There are no other reported wireless telecommunications base stations at the site or nearby.

A 6-foot wide non-exclusive utility easement would also be created from the pathway to the northwest to an electrical box across the delivery driveway.

Refer to **Figures 3 and 4** in Appendix A for the proposed project site plan and elevation profiles.

### 3.4 CONSTRUCTION AND PHASING

Project construction would require removal of the existing landscaped area and relocation of the existing pine tree. Construction activities would take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays, in accordance with Section 8.4.2.060 of the City’s Municipal Code (Noise Ordinance). No construction would take place on Sundays or holidays.

## **3.5 CITY REGULATION OF URBAN DEVELOPMENT**

### **3.5.1 General Plan**

The City of Folsom updated and adopted its current comprehensive General Plan in October 1988. The General Plan is a long-term planning document that guides growth and land development in the City. It provides the foundation for establishing community goals and supporting policies, and directs appropriate land uses for all land parcels within the City. As previously described, the General Plan land use designation for the project site is RCC, which allows for commercial services as a permitted land use; a cellular facility would be a commercial land use.

### **3.5.2 Zoning Ordinance**

Developed land uses in the City of Folsom are regulated specifically by the City's Zoning Code, in addition to the other adopted regulations and programs that apply to all proposed development within the City. In more detail than the General Plan, the Zoning Code regulates land uses on a parcel-by-parcel basis throughout the City. In order to achieve this regulation, the City assigns each parcel within the City to a zoning district, such as a district for single-family homes. Regulations for each district apply equally to all properties within the district. The project is zoned as C-3 PD, which would allow for a wireless telecommunication site as a permitted land use under this designation upon approval of a condition use permit.

## **3.6 OTHER CITY REGULATION OF URBAN DEVELOPMENT**

The City of Folsom further regulates urban development through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required of all projects constructed throughout the City, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many potential environmental effects. City procedures to minimize negative environmental effects and disruptions include an analysis of existing features, responsible agency and public input to the design process, engineering and design standards, and construction controls. The activities that mitigate typical environmental impacts to be implemented by the City during the project review, design, and construction phases are described in greater detail below.

### **3.6.1 Community Development Department Standard Construction Conditions**

The City's standard construction requirements are set forth in the City of Folsom, Community Development Standard Construction Specifications published in May 2004. A summary of these requirements is set forth below, and hereby incorporated by reference into the project description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Community Development Department, 50 East Natoma Street; Folsom, California 95630.

The Community Development Department's standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City.

*Use of Pesticides* – Requires contractors to store, use, and apply a wide range of chemicals consistent with all local, state, and federal rules and regulations.

*Air Pollution Control* – Requires compliance with all Sacramento Metropolitan Air Quality Management District (SMAQMD) and City air pollution regulations.

*Water Pollution* – Requires compliance with City water pollution regulations, including National Pollutant Discharge Elimination System (NPDES) provisions.

*Noise Control* – Requires that all construction work comply with the Folsom Noise Ordinance (discussed further below), and that all construction vehicles be equipped with a muffler to control sound levels.

*Naturally Occurring Asbestos* – Requires compliance with all SMAQMD and City air pollution regulations, including preparation and implementation of an Asbestos Dust Mitigation Plan consistent with the requirements of Section 93105 of the State Government Code.

*Weekend, Holiday, and Night Work* – Prohibits construction work during evening hours, or on Sunday or holidays, to reduce noise and other construction nuisance effects.

*Public Convenience* – Regulates traffic through the work area, operations of existing traffic signals, roadway cuts for pipelines and cable installation, effects to adjacent property owners, and notification of adjacent property owners and businesses.

*Public Safety and Traffic Control* – Regulates signage and other traffic safety devices through work zones.

*Existing Utilities* – Regulates the relocation and protection of utilities.

*Preservation of Property* – Requires preservation of trees and shrubbery, and prohibits adverse effects to adjacent property and fixtures.

*Cultural Resources* – Requires that contractors stop work upon the discovery of unknown cultural or historic resources, and that an archaeologist be retained to evaluate the significance of the resource and to establish mitigation requirements, if necessary.

*Protection of Existing Trees* – Specifies measures necessary to protect both ornamental and native oak trees.

*Clearing and Grubbing* – Specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.

*Reseeding* – Specifies seed mixes and methods for reseeding of graded areas.

### 3.7.2 City of Folsom Municipal Code

The City regulates many aspects of construction and development through requirements and ordinances established in the Folsom Municipal Code. These requirements are summarized in **Table 2**, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Office of the City Clerk, 50 East Natoma Street; Folsom, California 95630.

<b>Table 2 City of Folsom Municipal Code Regulating Construction and Development</b>		
<b>CODE SECTION</b>	<b>CODE NAME</b>	<b>EFFECT OF CODE</b>
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and establishes a procedure for issuance of permits for the use of these facilities.
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.19	Energy Code	Adopts the California Energy Code, 2010 Edition, published as Part 6, Title 24, C.C.R. to require energy efficiency standards for structures.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.

14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.



## 4.0 PROJECT OBJECTIVES

The objective of the proposed project is to develop a cellular facility with antennas and supporting equipment shelter in the City of Folsom. The objective of providing the cellular facility must be achieved while minimizing environmental impacts to the maximum extent practicable and while meeting the requirements of the General Plan, as amended.

## 5.0 REQUIRED APPROVALS

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

- Conditional Use Permit

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

- **Certification of the environmental document:** The Folsom City Council will act as the lead agency as defined by the California Environmental Quality Act (CEQA), and will have authority to determine if the environmental document is adequate under CEQA.
- **Approval of project:** The Folsom City Council will consider approval of the project and all entitlements as described above.

## 6.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

The EIR for the City of Folsom General Plan (1988) as amended by approval of the East Area Facilities Plan (1992) provides relevant policy guidance for this environmental analysis. Even though the site is not located within the boundaries of the East Area, the East Area Facilities Plan EIR was designed to update the EIR for the General Plan and the whole city. Thus, the East Area Facilities Plan EIR updated and revised the environmental conclusions of the General Plan EIR so that the East Area Facilities Plan EIR provides the foundation environmental document for evaluating development throughout this part of the City.

### 6.1 TIERING

“Tiering” refers to the relationship between a program-level EIR (where long-range programmatic cumulative impacts are the focus of the environmental analysis) and subsequent environmental analyses such as the subject document, which focus primarily on issues unique to a smaller project within the larger program or plan. Through tiering a subsequent environmental analysis can incorporate, by reference, discussion that summarizes general environmental data found in the program EIR that establishes cumulative impacts and mitigation measures, the planning context, and/or the regulatory background. These broad based issues need not be reevaluated subsequently, having been previously identified and evaluated at the program stage.

Tiering focuses the environmental review on the project-specific significant effects that were not examined in the prior environmental review, or that are susceptible to substantial reduction or avoidance by specific revisions in the project, by the imposition of conditions or by other means. Section 21093(b) of the Public Resources Code requires the tiering of environmental review whenever feasible, as determined by the Lead Agency.

In the case of the proposed project, this Initial Study tiers from the EIR for the City of Folsom General Plan as amended by approval of the East Area Facilities Plan. The Folsom General Plan, as amended, is a project that is related to the proposed project and, pursuant to §15152(a) of the State CEQA Guidelines, tiering of environmental documents is appropriate. State CEQA Guidelines §15152(e) specifically provides that:

“[w]hen tiering is used, the later EIRs or Negative Declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later [environmental document] should state that the Lead Agency is using the tiering concept and that the [environmental document] is being tiered with the earlier EIR.”

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

City of Folsom  
Community Development Department  
50 East Natoma Street  
Folsom, CA 95630  
Contact: Mr. Josh Kinkade, Assistant Planner  
(916) 355-7214

## **6.2 INCORPORATION OF THE FOLSOM GENERAL PLAN, EAST AREA FACILITIES PLAN, BROADSTONE II MASTER PLAN, AND PALLADIO EIRS BY REFERENCE**

The EIRs for the Folsom General Plan and the East Area Facilities Plan are comprehensive documents. In addition to these documents, the Broadstone II Master Plan EIR and Palladio Shopping Center FEIR Addendum are important in understanding the environmental analysis that has occurred to date with respect to development in the Folsom area, where these documents are hereby incorporated by reference pursuant to State CEQA Guidelines §15150.

## 7.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |                                                   |                                                        |                                                             |
|---------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture Resources         | <input type="checkbox"/> Air Quality/Greenhouse Gases       |
| <input type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils           |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |

## 8.0 EVALUATION OF ENVIRONMENTAL IMPACTS

Responses to the following questions and related discussion indicate if the proposed project will have, or will potentially have a significant adverse impact on the environment, either individually or cumulatively with other projects. All phases of project planning, implementation, and operation are considered. Mandatory Findings of Significance are located in Section XVIII below.

### 8.1 AESTHETICS

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

#### 8.1.1 Environmental Setting

The project site is landscaped with a pine tree, shrubs, and grass. The project site is bound by a movie theater to the east, delivery driveway and retail shopping to the north, Palladio Parkway and an ambulatory surgery center to the west, and additional landscaping to the south. Areas further west of the project site are undeveloped for approximately 700 feet before a multi-family residential complex begins off Broadstone Parkway. Areas further to the east consist of the shopping center, undeveloped parcels, and single-family residential development. Areas north of the site consist of the shopping centers and single-family residential development. Areas to the south include another shopping center and U.S. Highway 50, south of which is largely undeveloped.



The most prominent aesthetic features of the area are the shopping center buildings and parking garages. The adjacent movie theater reaches approximately 54 feet in height. Adjacent trees to the project reach heights of approximately 20 feet. Palm trees line the entryways to the shopping center, the ambulatory surgery center, and north end of the Palladio Parkway and Iron Point Road intersection; palm tree heights appear to be approximately 30 to 50 feet. The open space and undeveloped parcels are largely covered in scattered grasses.

Four photosimulations of the proposed monopalm are included as **Figures 5** through **8**. **Figure 5** represents the view from Iron Point Road looking northwest at the project site. **Figure 6** shows the view of the project site from Broadstone Parkway looking east. **Figure 7** represents the view of the project site from a higher vantage point on Catterline Way, looking east at the site. The final simulation, **Figure 8**, is a close-up from Palladio Parkway, looking northeast at the project site.

### **8.1.2 Evaluation of Aesthetics**

#### **Question A: Less than Significant Impact**

A scenic vista is defined as a viewpoint that provides expansive view of a highly valued landscape for the benefit of the general public. Neither the project site nor the surrounding areas are considered to be scenic vistas due to the existing development and suburban environment typical of the area. Further, neither the project site, nor views to or from the project site, have been designated an important scenic resource by the City of Folsom or any other public agency.

The monopalm has been designed to resemble a palm tree to hide the mechanical equipment underneath and blend in with the existing palm trees of the area. As shown in **Figures 5** through **8**, at vantage points in the surrounding area the monopalm would be consistent with the existing views that contain scattered palm trees and commercial and residential development. Therefore, construction of the proposed project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant, and no mitigation would be necessary.

#### **Question B: No Impact**

There are no state or locally designated scenic highways in the vicinity of the proposed project (Caltrans 2015). Implementation of the proposed would not adversely affect scenic resources within a designated scenic highway. No impact would occur, and no mitigation would be necessary.

#### **Question C: Less than Significant Impact**

The existing visual character of the area surrounding the project site is primarily defined by development areas interspersed with undeveloped areas. Existing trees in the area include palm trees along entryways and public streets. As shown in **Figures 5** through **8** (Appendix A), the project's monopalm would be visible from Iron Point Road, Broadstone Parkway, and Palladio Parkway, and slightly visible from Catterline Way. The monopalm may be visible from Highway 50 at a distance of 0.4 mile (approximately twice as far from the project as Iron Point Road). Given the project's palm tree design and the distance from most of these roads to the monopalm, the monopalm would be largely indistinguishable as a man-made feature from

surrounding palm trees and its visual intrusiveness would not be substantial. The monopalm may appear more prominent than surrounding palm trees due to its increased height; however, at farther distances, this height distance is not pronounced. The monopalm would be located in a shopping center with a high bulk and density, which includes buildings over a 30-acre area that reach heights as high as 5-stories. Therefore, the monopalm would be consistent with existing views from Palladio Parkway that look east towards the shopping center, where the monopalm would be most prominent. In addition, similar to a palm tree, the monopalm would have a narrow profile that would not substantially affect views of nearby open space and hill sides.

Construction of the project would require the relocation of one pine tree to an adjacent area. By relocating the pine tree to an adjacent area, the project would maintain the existing visual character of the pine trees off Palladio Parkway. Development of the supporting equipment, such as the cabinets and emergency generator, would include a canopy over the cabinets and an 8-foot high concrete masonry unit wall around the equipment and the monopalm. These features would lessen the visual change from the addition of the equipment. In addition, the project site is in the rear of the shopping center, where various supporting electrical equipment currently exist (e.g., transformers and electrical boxes).

Although the proposed project would alter the existing visual character of the site and the surrounding area, the proposed project is consistent with typical commercial development. The proposed project is consistent with the overall suburban character and ongoing development in the vicinity through its visual similarity with existing palm trees in the vicinity, and is expected to integrate into the existing and planned development of the area. A less than significant impact to visual character and quality would occur, and no mitigation would be necessary.

#### **Question D: Less than Significant Impact**

Existing sources of light in the area include street lighting and external lighting from the shopping center. The project would be down-tilt, motion-sensor lighting near the cabinets. Any new lighting associated with development within the project area would be subject to City standard practices regarding night lighting that would be made a condition of approval of the Conditional Use Permit. Consistent with the City's practices, the lighting shall be sited and designed to avoid light spillage and glare on adjacent properties, with timers or photo-electric cells for turning the lights on and off within one-half hour after dusk and one-half hour prior to dawn. Therefore, impacts from lighting would be less than significant, and no mitigation would be necessary.

The monopalm branches and trunk would be painted to imitate the colors of a palm tree; these colors would not be substantially reflective. Supporting equipment would be covered by canopy and surrounding by a concrete wall. Therefore, glare impacts would be less than significant, and no mitigation would be necessary.

## 8.2 AGRICULTURE AND FORESTRY RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agriculture Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

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

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

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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12220(g)), timberland (as defined by Public Resources Code Section 4526 (g)), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?

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

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

### 8.2.1 Environmental Setting

No agricultural activities or timber management occur on the project site or in adjacent areas and the site is not designated for agricultural or timberland uses. The California Important Farmlands Map prepared for Sacramento County by the California Resources Agency classifies the project site as urban and built up land (California Department of Conservation 2015). Land to the west that surrounds the ambulatory surgery center is classified as grazing land.

The Natural Resources Conservation Service (NRCS) soil survey report generated for the project site (NRCS 2016) indicates that no Prime or Unique Farmland or Farmland of Statewide Importance occurs on the project site.

### 8.2.2 Evaluation of Agriculture and Forestry Services

#### Questions A, B, E: No Impact

Because no important agricultural resources or activities exist on the project site, no impact would occur, and no mitigation would be necessary.

#### Questions C, D, E: No Impact

Because no portion of the City or the project site are zoned for forest land, timberland, or zoned Timberland Production, no impact would occur, and no mitigation would be necessary.

### 8.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

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

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

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d) Expose sensitive receptors to substantial pollutant concentrations?

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### 8.3.1 Environmental Setting

The climate in the Folsom area is characterized by hot, dry summers and cold, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between Oxides of Nitrogen (NO<sub>x</sub>) and Reactive Organic Gasses (ROG), which result in Ozone (O<sub>3</sub>) formation. High concentrations of O<sub>3</sub> are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. At this time, the greatest pollution problem in the Folsom area is from NO<sub>x</sub>.

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents as discussed below to address requirements to bring the District into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan, which is subsequently submitted to the U.S. Environmental Protection Agency (EPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe, to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The EPA has established national ambient air quality standards (NAAQS) for seven air pollution constituents. As permitted by the Clean Air Act, California has adopted more stringent air emissions standards (CAAQS), and expanded the number of regulated air constituents.

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "nonattainment" designation indicates that a pollutant concentration violated the standard at least once.

The EPA designates areas for ozone (O<sub>3</sub>), carbon monoxide (CO), and nitrogen dioxide (NO<sub>2</sub>) as either "Does not meet the primary standards", "Cannot be classified", or "Better than national standards". For sulfur dioxide (SO<sub>2</sub>), areas are designated as "Does not meet the primary standards", "Does not meet the secondary standards", "Cannot be classified", or "Better than national standards". The area air quality attainment status of the SVAB, including the City of Folsom, is shown in **Table 3**.

**Table 3**  
**Sacramento Air Basin – Attainment Status**

<b>POLLUTANT</b>	<b>STATE OF CALIFORNIA ATTAINMENT STATUS</b>	<b>FEDERAL ATTAINMENT STATUS</b>
Ozone	Nonattainment	Nonattainment
Suspended Particulate Matter (PM <sub>10</sub> )	Nonattainment	Attainment
Fine Particulate Matter (PM <sub>2.5</sub> )	Attainment	Nonattainment
Carbon Monoxide	Attainment	Attainment/Unclassified
Nitrogen Dioxide	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide	Attainment	Attainment/Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sources: California Air Resources Board Area Designations. State Area Designations and Maps. Reviewed January 9, 2015. Accessed at <http://www.arb.ca.gov/desig/changes.htm#reports> on December 14, 2015.

U.S. Environmental Protection Agency Nonattainment Areas for Criteria Pollutants. Accessed at <http://www.epa.gov/airquality/greenbk/anc12.html> on December 14, 2015.

The Sacramento County/Sacramento Metropolitan Area portion of the SVAB is currently in nonattainment for federal and/or state ozone, PM<sub>10</sub> and PM<sub>2.5</sub> standards. Concentrations of all other pollutants meet state and federal standards.

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO<sub>x</sub> that occur in the presence of sunlight. ROG and NO<sub>x</sub> generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM<sub>10</sub> and PM<sub>2.5</sub> arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations and windblown dust.

### **8.3.2 Air Quality Monitoring**

CARB's air quality monitoring network provides information on ambient concentrations of air pollutants in the SVAB. SMAQMD operates a monitoring station in Folsom, where the air quality data for ozone and PM<sub>2.5</sub> were obtained. Other data are reported from one additional location in Sacramento County. **Table 4** compares a three-year summary of the highest annual criteria air pollutant emissions collected at these monitoring stations with applicable CAAQS, which are more stringent than the corresponding NAAQS. The pollutants ozone, PM<sub>2.5</sub>, and PM<sub>10</sub> are expected to be fairly representative of the project site, due to the regional nature of these pollutants.

**Table 4**  
**Summary of Annual Air Quality Data for Folsom Area**  
**Air Quality Monitoring Stations**

<b>POLLUTANT</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<i>Ozone (O3) 1-hour: Monitoring location: Folsom – East Natoma Street</i>			
Maximum Concentration (ppm)	0.14	0.100	0.114
Days Exceeding State Standard (1-hr avg. 0.09 ppm)	5	7	3
<i>Ozone (O3) 8-hour: Monitoring location: Folsom – East Natoma Street</i>			
Maximum Concentration (ppm)	0.087	0.085	0.093
Days Exceeding State Standard (8-hr avg. 0.070 ppm)	17	35	11
Days Exceeding National Standard (8-hr avg. 0.075 ppm)	6	14	5
<i>PM10: Monitoring location: Sacramento – Branch Center Road 2</i>			
Maximum State 24-Hour Concentration (µg/m <sup>3</sup> )	63.0	46.0	35.0
Days Exceeding State Standard (Daily Standard 50 µg/m <sup>3</sup> )	1	0	*
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	59.0	45.0	35.0
Days Exceeding Federal Standard (Daily Standard 150 µg/m <sup>3</sup> )	0	0	*
<i>PM2.5: Monitoring location: Folsom – East Natoma Street</i>			
Maximum National 24-Hour Concentration (µg/m <sup>3</sup> )	*	*	*
Days Exceeding National 2006 Standard (Daily Standard 35 µg/m <sup>3</sup> )	*	*	*

\*Insufficient data to determine the value

Source: California Air Resources Board, Air Quality Data and Statistics. Accessed at: <http://www.arb.ca.gov/adam/index.html> on April 26, 2016.

As indicated in **Table 4**, ozone and PM<sub>10</sub> standards have been exceeded in Folsom over the past three years. Although no data are available for PM<sub>2.5</sub> at the Folsom monitoring station, data collected regionally at the Sacramento Health Department monitoring site on Stockton Boulevard in Sacramento show that there have been exceedances for this pollutant as well over the last five years.

### **Air Quality Attainment Planning**

In order to work towards attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, the EPA Office of Air Quality Planning & Standards requires that each state containing nonattainment areas develop a written plan for cleaning the air in those areas. The plans developed are called State Implementation Plans (SIP). Through these plans, states outline efforts they will make to try to correct the levels of air pollution and bring their areas back into attainment. The status of air quality attainment planning for the Sacramento area is:

- The Sacramento region was classified by the EPA as a “serious” nonattainment area on June 15, 2004 for the federal 8-hour ozone standard, with an attainment deadline of June 15, 2013. Emission reductions needed to achieve the air quality standard were identified using an air quality modeling analysis. An evaluation of proposed control

measures and associated VOC and NO<sub>x</sub> emission reductions concluded that no set of feasible controls were available to provide the needed emission reductions before the attainment deadline year. Given the magnitude of the shortfall in emission reductions, and the schedule for implementing new control measures, the earliest possible attainment demonstration year for the Sacramento region is determined to be the “severe” area deadline of 2019. Section 181(b)(3) of the Clean Air Act permits a state to request that the EPA reclassify a nonattainment area to a higher classification and extend the time allowed for attainment. This process is appropriate for areas that must rely on longer-term strategies to achieve the emission reductions needed for attainment. The EPA approved this request on May 5, 2010.

- In March 2002, the EPA officially determined that Sacramento County had attained the PM<sub>10</sub> standards. In November 2010, the SMAQMD formally requested that the EPA redesignate Sacramento County from nonattainment to attainment for PM<sub>10</sub>. The EPA approved this request effective October 28, 2013. The SMAQMD additionally adopted a PM<sub>10</sub> Maintenance Plan. The plan establishes PM<sub>10</sub> Motor Vehicle Emission Budgets.
- The EPA Administrator signed the SMAQMD’s final PM<sub>2.5</sub> nonattainment designations for Sacramento on October 8, 2009. In October 2013, the SMAQMD formally requested that the EPA redesignate Sacramento County from nonattainment to attainment for PM<sub>2.5</sub>. The EPA has not acted on this redesignation request as of the date of this Initial Study.

### **8.3.3 Evaluation of Air Quality**

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), SMAQMD recommends that its air pollution thresholds be used to determine the significance of project emissions. The criteria pollutant thresholds and various assessment recommendations are contained in SMAQMD’s Guide to Air Quality Assessment in Sacramento County (2009, revised), and are discussed under the checklist questions below.

#### **Questions A, B, C: Less than Significant Impact**

In accordance with SMAQMD’s Guide, construction-generated NO<sub>x</sub> and operational-generated ROG and NO<sub>x</sub> (all ozone precursors) are used to determine consistency with the Ozone Attainment Plan. The Guide states:

*By exceeding the District’s mass emission thresholds for operational emissions of ROG or NO<sub>x</sub>, the project would be considered to conflict with or obstruct implementation of the District’s air quality planning efforts.*

## Regional Emissions

### *Operational Emissions*

Operation of the proposed project would not result in a population increase and would not generate new vehicle trips beyond occasional maintenance activities, and would therefore produce negligible emissions. Although the project includes a diesel generator, it would only be used as a back-up power supply, and would therefore produce negligible emissions. No other emissions would be associated with the operation of the proposed project. Therefore, the project would not exceed SMAQMD's mass emissions thresholds for operational emissions of ROG or NO<sub>x</sub>. Therefore, operational impacts to regional air quality would be less than significant and no mitigation would be necessary.

### *Construction Emissions*

Construction activities would be temporary and would likely only last several weeks or months. In addition, given the small footprint of the site (30 foot by 40 foot), limited construction equipment would be necessary for construction tasks. Therefore, construction would not produce emissions that would exceed SMAQMD construction thresholds for NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction impacts to regional air quality would be less than significant and no mitigation would be necessary.

## Local Emissions

### *Operational Emissions*

The primary pollutant of localized concern is mobile-source CO. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Long-distance transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. Under specific meteorological conditions and traffic conditions, CO concentrations at receptors located near roadway intersections may reach unhealthy levels, when combined with background CO levels. The SMAQMD's two-tiered screening criteria identifies when a project has the potential to contribute to a CO hotspot and if CO dispersion modeling is necessary. According to the first screening tier, the proposed project will result in a less-than-significant impact to air quality for local CO if:

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

The project would only be expected to generate occasional maintenance trips and would therefore not result in the deterioration of an intersection's LOS. Impacts from operational emissions to regional air quality would be less than significant.



### *Construction Emissions*

As stated in the SMAQMD's Guide, a project would result in less than significant PM<sub>10</sub> (and, therefore, PM<sub>2.5</sub>) emissions if:

1. The project would implement all the Basic Construction Emission Control Practices; and
2. The maximum daily disturbed area would not exceed 15 acres.

The project site is approximately 0.28 acres, much less than the 15-acre limit. Furthermore, the proposed project incorporates the Basic Construction Emission Control Practices, as recommended by the SMAQMD. As such, the project meets the two criteria above, and impacts related to construction-generated PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be less than significant.

### Cumulative Net Increase

Given the project's minimal construction and operational emissions, the proposed project would not result in a cumulatively considerable net increase for a criteria pollutant for which the region is in non-attainment for and impacts would be less than significant.

### **Questions D, E: Less than Significant Impact**

Sensitive receptors in the vicinity of the project include nearby single- and multi-family residents, located approximately 0.25 mile west of the project site. Other than emissions from occasional maintenance trips and the emergency generator, no other air emissions or odors would be released during operation of the proposed facility. Normal activities associated with operation of the facility would not result in the release of any odors or toxic substances into the air. Similarly, emissions of criteria air pollutants during project construction would be expected to be less than significant. Thus, overall air emissions would not expose sensitive receptors to substantial air pollutant concentrations or create objectionable odors. Impacts would be less than significant and no mitigation would be necessary.

## 8.4 BIOLOGICAL RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

	□	□	□	■
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#### 8.4.1 Environmental Setting

The project site is a landscaped area that is surrounded by development, containing ornamental vegetation such as shrubs, grasses, and one pine tree. Land uses in the general area of the project site transition from dense retail/commercial development to undeveloped areas, then to residential or additional retail/commercial development.

#### 8.4.2 Regulatory Framework Related to Biological Resources

The City of Folsom regulates urban development through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required of all projects constructed in the City, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many potential environmental effects. No Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan has been approved for the City of Folsom.

#### State and Federal Endangered Species Acts

Special status species are protected by state and federal laws. The California Endangered Species Act (CESA; California Fish and Game Code Sections 2050 to 2097) protects species listed as threatened and endangered from harm or harassment. This law is similar to the Federal Endangered Species Act of 1973 (FESA; 16 USC 1531 *et seq.*) which protects federally threatened or endangered species (50 CFR 17.11, and 17.12; listed species) from take. Both laws include a process for issuance of permits for incidental take of listed species through consultation with the agency having jurisdiction over the protected species. Incidental take is take resulting as an unintended consequence of an otherwise lawful action.

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

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

Legal protection is also provided for wildlife species in California that are identified as “fully protected animals.” These species are protected under Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fishes) of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species at any time. Incidental take of fully protected species is not permitted except in conjunction with an approved Natural Community Conservation Plan that provides adequate coverage to the fully protected species (California Fish and Game Code Section 2835).

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

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

### **Nesting and Migratory Birds**

Nesting birds are protected by state and federal laws. California Fish and Game Code (§3503, 3503.5, and 3800) prohibits the possession, incidental take, or needless destruction of any bird nests or eggs; Fish and Game Code §3511 designates certain bird species, including all raptors, “fully protected”, making it unlawful to take, possess, or destroy these species except under issuance of a specific permit. Under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USF §703-711), migratory bird species and their nests and eggs that are on the federal list (50 CFR §10.13) are protected from injury or death, and project-related disturbance must be reduced or eliminated during the nesting cycle.

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

Requirements related to biological resources include protection of existing trees, and specify measures necessary to protect native oaks and ornamental trees. Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, regulates the cutting or modification of protected trees. Protected trees include:

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

The Tree Preservation Ordinance requires a Tree Permit prior to cutting or modification of a protected tree, and establishes mitigation requirements for cut or damaged protected trees (City of Folsom 2000). Actions regulated by the Tree Preservation Ordinance include:

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

### **Jurisdictional Waters**

Any person, firm, or agency planning to alter or work in the waters of the U.S. (WOUS), including the discharge of dredged or fill material, must first obtain authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA). Section 401 of the CWA requires an applicant for a federal license or permit under Section 404 to also obtain a state certification that the discharge complies with other provisions of the CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California. The extent of USACE jurisdiction under the CWA is determined by USACE according to published definitions that are informed by statute, regulatory practice, and judicial rulings.

Waters of the State are protected by state laws including Section 1600 *et seq.* of the California Fish and Game Code, and the Porter-Cologne Water Quality Control Act. Waters of the State generally have a broader definition than WOUS. Alteration of a lake or stream as defined in the California Fish and Game Code requires the execution of a Streambed Alteration Agreement with CDFW. Actions that would result in a discharge of pollutants into waters of the State must be permitted by the RWQCB pursuant to Porter-Cologne.

#### **8.4.3 Biological Communities/Land Cover Types**

The habitat type on the project site is considered “Developed.” Developed land is land that has been built upon or otherwise modified to the point that it no longer naturally supports vegetation. Developed land includes irrigated landscaping.

#### **8.4.4 Wildlife**

As the project is located on developed land, no special-status wildlife species would be expected to occur on the project site.

#### **8.4.5 Protected Trees**

There are no native oak trees in the project site. The only trees in the project site is a pine tree, which does not qualify as protected under the City of Folsom Tree Preservation Ordinance. The tree will be relocated in an adjacent area.

#### **8.4.6 Evaluation of Biological Resources**

### **Question A: No Impact**

As described above, the project site is considered developed land with only ornamental, landscaped vegetation present. This type of vegetation would not be expected to support species identified as a candidate, sensitive, or special status in local or regional plans, policies, or



regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Therefore, modification of this area would result in no impacts to sensitive species during construction and operation, and no mitigation would be necessary.

**Question B: No Impact**

The project site is developed with ornamental vegetation and no sensitive vegetation occurs on or adjacent to the site. No impacts to sensitive habitat would occur and no mitigation would be necessary.

**Question C: No Impact**

No riparian habitat or wetlands occur within or immediately adjacent to the project site. As such, no direct impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act are anticipated and no mitigation would be necessary.

**Question D: No Impact**

The project site is located within a developed area of a large shopping center that does not function as part of a wildlife movement corridor. The project site does not contain any resources or suitable habitat that would support wildlife movement or a nursery site, such as trees. No impacts would occur.

**Question E: No Impact**

A single pine tree is located within the project development footprint, which would be relocated upon construction. This pine tree does not qualify under the following City of Folsom Tree Preservation Ordinance criteria for protection:

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

As the pine tree does not meet the ordinance criteria, no impacts would occur.

**Question F: No Impact**

No Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan has been approved for the City of Folsom. Therefore, no impacts to an existing adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur, and no mitigation would be necessary.

## 8.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 8.5.1 Environmental Setting

#### Regulatory Setting

State and federal legislation requires the protection of historical and cultural resources. In 1971, President's Executive Order No. 11593 required that all federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places. In 1980, the Governor's Executive Order No. B-64-80 required that state agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places." Section 15064.5(b)(1) of the CEQA Guidelines specifies that projects that cause "...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired" shall be found to have a significant impact on the environment. For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project could impact a resource, it must be determined whether the resource is an historical resource, which is defined as a resource that:

(A) is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and,

(B) Meets any of the following criteria: 1) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 2) is associated with the lives of persons important in our past; 3) embodies the

distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or 4) has yielded, or may be likely to yield, information important in prehistory or history. The City of Folsom Standard Construction Specifications were developed and approved by the City of Folsom in May 2004 and updated in December 2014. They include Article 11 - Cultural Resources, which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource, or human remains (City of Folsom 2014).

## **Cultural Background**

Following is a brief summary providing a context in which to understand the background and relevance of resources that may occur in the general project area. This section is not intended to be a comprehensive review of the current resources available; rather, it serves as a general overview. Further details can be found in ethnographic studies, mission records, and major published sources

### *Southern Maidu*

At the time of European contact, the Southern Maidu tribe of California Native Americans, previously referred to as the Nisenan, occupied the project vicinity. The Southern Maidu occupied the drainages of the Yuba, Bear, and American rivers and the lower drainages of the Feather River, bounded by the west bank of the Sacramento River to the west, the crest of the Sierra Nevada to the east, a few miles south of the American River to the south. The northern boundary is not well established due to the Southern Maidu's linguistic similarity with neighboring groups, but extended somewhere between the Feather and Yuba rivers (Kroeber 1925; Wilson and Towne 1978).

The Southern Maidu constructed villages on natural rises along streams and rivers ranging in size from three to fifty houses. The houses were typically dome or conical shaped and covered with earth, tule mats, or grasses, and major villages contained a semi-subterranean dance house structure covered by earth, tule, and brush (Wilson and Towne 1978). The Southern Maidu subsistence base varied and included gathering seeds and seasonal plant resources, hunting, and fishing. The Southern Maidu were not dependent on one staple, as their territory provided abundant year-round sources of different food. Acorns were a primary food source and were stored in granaries, in addition to buckeye nuts, digger and sugar pine nuts, and hazelnuts. Ethnographic reports indicate the Southern Maidu obtained large game such as deer, antelope, tule elk, mountain lions, and black bears, by game drives, snares, decoys, deadfalls, and bows and arrows. Rabbits and other small game were hunted with sticks, blunted arrows, traps, snares, nets, fire, and rodent hooks.

The Southern Maidu political organization was centered on the tribelet and each village was governed by a headman who served as an advisor and whose position was typically passed on patrilineally, although some chiefs were chosen by the villagers (Beals 1933; Wilson and Towne 1978). Very little contact existed for the Southern Maidu outside of their tribelet area, and outside contact was typically only for ceremonies, trade, and warfare (Beals 1933). Southern Maidu disposed of their dead by cremation and then burial, usually on the morning after the

person died. The deceased person's property would be burned and their house moved or destroyed. After the cremation, the bones and ashes would be gathered and buried in the village cemetery. When a death occurred away from the person's village, they would be cremated where they died and their remains returned to their village to be buried (Wilson and Towne 1978).

## **Historic Background**

The history of the northern Central Valley and Sierra Nevada foothills can be divided into several periods of influence; pertinent historic periods are briefly summarized below.

### *Spanish Period*

The arrival and expansion of the Spanish did not have a significant effect on the Southern Maidu way of life, as contact with the Spanish was limited, and only in the southern edge of their territory. Spanish exploration of the greater Southern Maidu territory occurred when José Canizares explored the adjacent Plains Miwok territory in 1776. There is no recorded history of any Southern Maidu being removed and forced into the Spanish Mission system as neophytes, unlike their Miwok neighbors (Wilson and Towne 1978). There are numerous accounts of neophytes fleeing the missions, and a series of "Indian Wars" broke out when the Spanish tried to return them to the missions (Johnson 1978). The Southern Maidu received some of the escaped mission neophytes and felt pressure on their southern borders from displaced Miwok villages.

### *Mexican Period*

With the declaration of Mexican independence in 1821, Spanish control of Alta California ended, although little change actually occurred. Political change did not take place until mission secularization in 1834, when Native Americans were released from missionary control and the mission lands were granted to private individuals. Shoup and Milliken (1999) state that mission secularization exposed Native Americans to further exploitation by outside interests, often forcing them into a marginal existence as laborers for large ranchos. Following mission secularization, the Mexican population grew as the native population continued to decline. Anglo-American settlers began to arrive in Alta California during this period and often married into Mexican families, becoming Mexican citizens, which made them eligible to receive land grants. In 1846, on the eve of the U.S.-Mexican War (1846 to 1848), the estimated population of Alta California was 8,000 non-natives and 10,000 Native Americans. However, these estimates have been debated. Cook (1976) suggests the Native American population was 100,000 in 1850; the U.S. Census of 1880 reports the Native American population as 20,385.

### *European Expansion*

Jedediah Smith was the first to explore the Central Valley in 1828, but other fur-trapping expeditions soon followed. In the late 1820s, American trappers, as well as ones from the Hudson's Bay Company, began establishing camps in the Southern Maidu territory to trap beavers, an occupation that was said to have been peaceful (Wilson and Towne 1978). During this period, Native American populations were declining rapidly, due to an influx of Euro-American diseases. In 1832, a party of trappers from the Hudson's Bay Company, led by John

Work, traveled down the Sacramento River unintentionally spreading a malaria epidemic to Native Californians. This epidemic wiped out much of the Southern Maidu, and survivors moved into the hills. Four years later, a smallpox epidemic decimated local populations, and it is estimated that up to 75 percent of the Southern Maidu population died (Cook 1955).

After the upheaval of the Bear Flag Revolt in 1846, John Sutter sent James Marshall to construct a sawmill in the Sierra Nevada foothills at Coloma in 1847 (Severson 1973). In January of 1848, Marshall discovered gold near the Southern Maidu village of “Culloma”, (Coloma) which marked the start of the Gold Rush. The influx of miners and entrepreneurs increased the population of California, not including Native Californians, from 14,000 to 224,000 in just four years. This, in turn, stimulated commercial growth in the Sacramento Valley as eager entrepreneurs set up businesses to support the miners and mining operations. When the Gold Rush was over, many miners settled in the area and established farms, ranches, and lumber mills.

### *City of Folsom*

The City of Folsom’s history can be traced back to 1847 when William Leidesdorff traveled to the Sacramento area to see the 35,000 acres he had purchased years earlier. Following Leidesdorff’s death in 1848, US Army Captain Joseph Folsom purchased the land from Leidesdorff’s heirs and with the help of Theodore Judah established a town site near the Negro Bar mining spot on the American River. Naming the town Granite City, the original plans were for a railroad terminus although at that time there were no railroad trains in northern California. Folsom died before the first railroad arrived in 1856 but the name of the town was changed Granite City to “Folsom” in his honor.

The town soon began to prosper with new hotels and businesses but the real boost to local economy came with the establishment of Folsom Prison in 1880 and the Folsom Powerhouse in 1895. Plans for Folsom Prison moved forward when the wealthy, Robert Livermore family offered to donate land in exchange for prison labor to build a hydro-electric dam across the American River to power a sawmill. Although the sawmill was never established, the family soon realized that force of the dammed water could be used to provide power to Sacramento and in 1895, Folsom made history when the first long-distance transmission of electricity spanned 22 miles from Folsom to Sacramento.

As Folsom continued to grow in size, bridges were constructed across the American River including the Truss Bridge in 1895 and the Rainbow Bridge in 1919. In 1945, the City of Folsom was incorporated and in 1955, Folsom Dam was constructed to provide hydroelectric power and recreation for the burgeoning local population. In the mid-1960s, Johnny Cash made the City of Folsom famous with his hit single “Folsom Prison Blues” coinciding with a time when the city’s economy was centered around the prison. A huge economic boom came to Folsom in 1984 when Intel opened its vast campus and established itself as the largest private employer in the Sacramento area. In the 1990s, Folsom grew rapidly as a suburb community to Sacramento and it continues to grow today as an upscale community.

### **8.5.2 Record Searches and Pedestrian Survey Results**

This section describes the existing cultural resource setting and potential effects from project implementation on the project site and its surrounding area. The results are based on a record



search at the North Central Information Center on May 3, 2016 and a pedestrian field survey conducted on April 16, 2016. This section assesses potential impacts related to historic resources, archaeological resources, and human remains.

### **North Central Information Center Record Search**

To determine the presence of cultural and historical resources within the project area and a 0.5-mile radius, staff at the North Central Information Center (NCIC) conducted a record search on May 3, 2016. To identify any historic properties or resources, the current inventories of the National Register of Historic Places (NR), the California Register of Historic Resources (CRHR), the California Historical Landmarks (CHL) list, the California Points of Historical Interest list, the California State Historic Resources Inventory (HRI) for Sacramento County, and the Archaeological Determinations of Eligibility (ADOE), were reviewed. Historic maps were also examined to gain insights into past developments and changes within the project area and its surroundings.

The NCIC results indicate that 21 historic resources and one pre-contact bedrock milling feature have been recorded within the 0.5-mile search radius. The majority of the historic resources are related to mining tailings and quarries but also include foundations and structures, ceramic scatters and dump sites, roads, dams, the Sacramento Valley railroad grade, and water conveyance systems.

The project area is within, P-34-000335, the Folsom Mining District, which is a broadly defined historic district covering much of the Folsom and Sacramento area. Thirteen reports have been prepared within the search radius and three of the reports (003830, 004481, and 11408) included the project area. Copies of the detail sheets for the resources and the reports within the 0.5-mile record search radius are available upon request.

### **Pedestrian Survey**

On April 16, 2016, HELIX Senior Archaeologist, Carrie Wills, MA, RPA, conducted a pedestrian survey of the project site. Since the entire project area was covered with grass, landscape elements, buildings, and roads, there was no visible ground surface except for a few small places in between plants. Therefore, ground surface visibility was predominantly non-existent. In addition, the proposed cellular facility will be installed in previously disturbed, fill material; no native soil will be disturbed.

Review of historic topographical maps dating back to 1906 and historic aerials dating back to 1952 indicate that structures have never been present within the project area.

No pre-contact or historic resources or sites were discovered during the course of the field survey.

### 8.5.3 Evaluation of Cultural Resources

#### Question A: No Impact

Review of historic aerials and topographic maps dating back to 1952 and 1906, respectively, indicate that no structures were ever present within the project site. In addition, it is anticipated that the proposed cellular facility would be installed within previously disturbed fill material (not native soils). Therefore, no impact is anticipated to historic resources from the installation of the proposed monopalm and equipment shelter within fill material. Still, it is always possible that ground-disturbing activities during construction may uncover previously unknown, buried historic resources, necessitating the need for mitigation as outlined in Mitigation Measure CUL-1.

Standard Construction Specifications have been developed and approved by the City of Folsom on May 25, 2004. They include Article 11 – Cultural Resources, which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource or human remains (City of Folsom 2004).

**CUL-1** 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 City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. A City-approved 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, and/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.

#### Question B: No Impact

One pre-contact bedrock-milling feature was recorded within a 0.5-mile radius of the project area; therefore, the project area does not appear to be sensitive for Native American resources. The feature is over 1,800 feet east of the project area and would not be affected by project development. In addition, no pre-contact resources were discovered during the field survey within the project area. The proposed cellular facility would likely be installed entirely within previously disturbed fill material (not native soils). However, it is possible that subsurface excavation activities may encounter previously undiscovered archaeological resources. The implementation of standard cultural resource construction mitigation (Mitigation Measure CUL-2) would ensure that this impact is less than significant.

Standard Construction Specifications have been developed and approved by the City of Folsom on May 25, 2004. They include Article 11 – Cultural Resources, which provides direction on

actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource or human remains (City of Folsom 2004).

**CUL-2** 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 City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The City-approved 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, and/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.

### **Question C: No Impact**

No human remains are known to exist within the project area nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. However, if human remains are discovered, implementation of Mitigation Measure CUL-3 would reduce this potential impact to a less than significant level.

**CUL-3** 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:

1. 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.

2. 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 descendent or the most likely descendent 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 recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

### **Discussion of Tribal Cultural Resources**

Effective July 1, 2015, AB 52 amended CEQA to mandate consultation with California Native American tribes during the CEQA process to determine whether or not the proposed project may have a significant impact on a Tribal Cultural Resource, and that this consideration be made separately from cultural and paleontological resources.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies carry out consultation with tribes at the commencement of the CEQA process to identify Tribal Cultural Resources. Furthermore, because a significant effect on a Tribal Cultural Resource is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures.

If there is a Tribal Cultural Resource within the project area that would sustain a significant impact, the consultation efforts between the City and the appointed Native American representative would provide reasonable mitigation measure(s) that may result in a less than significant impact.

On April 18, 2016, the City of Folsom provided a Notice of Opportunity to Consult to the Wilton Rancheria, the Ione Band of Miwok Indians, and the United Auburn Indian Community regarding the proposed project. In accordance with AB 52 and Section 21080.3.1(b) of the California Public Resources Code (PRC), the City was responding to specific requests from the tribes to be notified of projects in the City's jurisdiction that will be reviewed under CEQA. In the aforementioned letter, it was stated that in accordance with PRC Section 21080.3.1(b), each of the tribes was given 30 days from the receipt of the letter to either request or decline consultation in writing for this project. No response was received within this 30-day period.

## 8.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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



### **8.6.1 Environmental Setting**

#### **Geology**

The project area is at the base of the western Sierra Nevada foothills, and is underlain by metamorphic rocks.

The project site is not located within an Alquist-Priolo Study Zone (i.e., active faults). Several faults have been mapped in the vicinity of the project site; however, historical seismicity has been minor. Because no active faults are located on the project site and activity of faults mapped in the project vicinity has been minor, the potential for ground rupture due to faulting is considered negligible.

The Bear Mountain Fault, four miles east of Folsom, is a potentially active trace of the Foothills fault system. Although historic seismic activity has been minor, and no faults are located on the project site, a significant seismic event that could damage and destroy buildings and other structures could occur on the project site. The project area is within seismic risk Zone 3. A maximum credible earthquake (Richter scale magnitude 6.5) on the Bear Mountain Fault could cause groundshaking of modified Mercalli scale intensity VII or greater, and subsequently cause major damage to structures and injury to people.

#### **Soils**

Soils on the project site are mapped entirely as Auburn-Argonaut-rock outcrop complex, 8 to 30 percent slopes (Map Unit 110; NRCS 2016). This complex is characterized by a loamy, well-drained soil on hill slopes. The susceptibility of the soil to sheet and rill erode is moderate (K factor rating of 0.37).

#### **City Regulation of Geology and Soils**

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code, which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. The City has additionally adopted a Grading Code (FMC §14.29) that regulates grading citywide to control erosion, stormwater drainage, revegetation, and ground movement.

## **8.6.2 Evaluation of Geology and Soils**

### **Question A (i): No Impact**

The project site is not located within an Alquist-Priolo Study Zones (i.e., active faults); therefore, there would be no potential for impacts associated with rupture of a known earthquake fault and no mitigation would be required.

### **Question A (ii): Less than Significant Impact**

As described under Environmental Setting, the Bear Mountain Fault is located approximately 4 miles to the east and would be capable of causing an earthquake that would subject the project structures to strong seismic ground shaking.

Seismic hazards would be minimized by implementing seismic requirements specified by the California Building Code. Therefore, with implementation of these requirements, impacts from strong seismic ground shaking would be less than significant and no mitigation would be required.

### **Question A (iii): Less than Significant Impact**

The project site is mapped as Auburn-Argonaut-rock outcrop complex, which is underlain by relatively shallow bedrock, which reduces the danger from earthquake-induced liquefaction. In addition, liquefaction hazards would be minimized by implementing seismic requirements specified by the California Building Code. Therefore, with implementation of these requirements, impacts from liquefaction would be less than significant and no mitigation would be required.

### **Question A (iv): No Impact**

The project site is mapped as Auburn-Argonaut-rock outcrop complex, which is underlain by relatively shallow bedrock, which reduces the danger from earthquake-induced landsliding. In addition, due to the relatively flat topography of the project site, impacts associated with landslides are not anticipated and no mitigation would be required.

### **Question B: Less than Significant Impact**

The proposed area of disturbance would be approximately 1,200 sf and would include minor ground disturbance that would not result in substantial erosion or the loss of topsoil. Due to the small size of the proposed project and associated earthmoving activities, soil erosion impacts would be less than significant and no mitigation would be required.

### **Question C: Less than Significant Impact**

See responses to Questions A and B, above. The project site is not located in an area that would be significantly exposed to landslides, liquefaction, or other geologic hazards. In addition, geologic hazards would be minimized by implementing seismic requirements specified by the

California Building Code. Impacts would be less than significant and no mitigation would be required.

**Question D: Less than Significant Impact**

Argonaut soils, which underlay the site, have a high shrink-swell potential. However, the proposed project would be designed to meet seismic safety requirements specified in the California Building Code, including standards to minimize impacts from expansive soils. Therefore, impacts would be less than significant and no mitigation would be required.

**Question E: No Impact**

The proposed project would not require wastewater services and no on-site wastewater disposal would occur. No significant impacts from or to geophysical features or hazards would occur with implementation of the proposed project and no mitigation would be required.

**Question F: Less than Significant with Mitigation**

None of the previous analyses of the area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. While the likelihood encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. Therefore, project development could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-1 would reduce potentially significant impacts to less than significant.

**GEO-1**      Should paleontological or other geologically sensitive resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Folsom Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

## 8.7 GREENHOUSE GAS EMISSIONS

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

### 8.7.1 Environmental Setting

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth's surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere which, in turn, increases the Earth's surface temperature. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion in conjunction with other human activities appears to be closely associated with global warming.

GHGs, as defined under California's Assembly Bill 32 (AB 32), include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>).

General discussions on climate change often include water vapor, ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by either regulatory bodies, such as CARB, or climate change groups, such as the Climate Registry, as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, ozone, or aerosols is provided.

GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO<sub>2</sub>. For example, since CH<sub>4</sub> and N<sub>2</sub>O are approximately 25 and 298 times more powerful than CO<sub>2</sub>, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 25 and 298, respectively (CO<sub>2</sub> has a GWP of 1). Carbon dioxide equivalent (CO<sub>2</sub>e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO<sub>2</sub>e. The atmospheric lifetime and GWP of selected GHGs are summarized in **Table 5**.

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

HFC: hydrofluorocarbons; PFC: perfluorocarbons  
Source: IPCC 2007.

### **Regulatory Framework Relating to Greenhouse Gas Emissions**

Assembly Bill 32, the California Global Warming Solutions Act of 2006, recognizes that California is a source of substantial amounts of GHG emissions. The statute states that:

Global warming poses a serious threat to the economic wellbeing, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

In order to help avert these potential consequences, AB 32 established a State goal of reducing GHG emissions to 1990 levels by the year 2020, which is a reduction of approximately 16 percent from forecasted emission levels, with further reductions to follow (CARB 2011).



## **8.7.2 Evaluation of Greenhouse Gas Emissions**

### **Questions A, B: Less than Significant Impact**

The project involves the installation of an 80-foot monopalm and supporting equipment shelter on a developed (landscaped) site. This amount of equipment would not generate substantial operational GHG emissions. The project would generate a negligible amount of greenhouse gas emissions during construction and as a result of infrequent maintenance vehicle trips and standby generator operations. Therefore, the project would not generate significant greenhouse gas emissions, conflict with an applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions, or result in significant global climate change impacts. Impacts would be less than significant and no mitigation would be required.

## 8.8 HAZARDS AND HAZARDOUS MATERIALS

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

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 8.8.1 Environmental Setting

The project site is currently developed as a landscaped area within a shopping center and has no past land uses associated with potentially hazardous sites. The school nearest to the project site is Gold Ridge Elementary, located approximately 0.6 mile to the west.

### 8.8.2 Evaluation of Hazards and Hazardous Materials

#### Questions A, B: Less than Significant Impact

The proposed project would install wireless telecommunication antennas on a monopalm tower, which would emit radiofrequency (RF) energy, a type of electromagnetic energy. RF radiation can be harmful if radiation levels are high enough to heat biological tissue and raise body temperatures. Effects from high levels of RF radiation could cause health problems, such as cataracts or temporary sterility in men (Federal Communications Commission [FCC] 1999). A base station evaluation was performed for the project site to determine compliance with FCC guidelines for limiting human exposure to RF electromagnetic fields and is included as Appendix B (Hammett & Edison, Inc. 2015). A base station evaluation calculates the level of RF radiation emitted from a cellular tower using FCC established methodologies. According to the base station evaluation, the maximum RF exposure at ground level would be 0.011 megawatts per centimeters squared (mW/cm<sup>2</sup>). This level of exposure is 2.1 percent of the applicable public exposure limit. The maximum calculated level at any nearby building (approximately 30 feet away) is 7.8 percent of the public exposure limit. The evaluation concludes that the proposed project would comply with FCC standards for limiting public exposure to RF frequencies. Impacts due to RF exposure would be less than significant.

The proposed project also involves the storage of a 132-gallon diesel fuel tank, used to power a standby generator in the event of a power outage. The transport, storage, and use of diesel fuel

could result in a hazard to the public in the event of upset or accident conditions. A Hazardous Materials Business Plan (HMBP) would be prepared in compliance with the California Health and Safety Code, section 25503.5. Therefore, with preparation of the plan impacts from the generator would be less than significant.

During the project construction period, hazardous substances used to maintain and operate construction equipment (such as fuel, lubricants, etc.) could be present; however, it is not expected that large-scale staging and equipment/materials storage would be necessary. The routine transport, use, and disposal of hazardous materials are subject to local, state, and federal regulations to minimize risk and exposure. With adherence to applicable regulations, impacts from construction would be less than significant.

#### **Question C: No Impact**

The school nearest to the project site is Gold Ridge Elementary, located approximately 0.6 mile to the west of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur and no mitigation would be necessary.

#### **Question D: No Impact**

The project site is not included on the lists of hazardous materials sites compiled by Sacramento County pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control 2015), and no significant hazard to the public or environment would result with project implementation. Thus, no impact would occur, and no mitigation would be necessary.

#### **Questions E, F: No Impact**

The project site is not located in an Airport Land Use Plan area, and no public or private airfields are within two miles of the project site; therefore, the project would not result in a safety hazard for people residing or working in the project area. No impact would occur, and no mitigation would be necessary.

#### **Question G: No Impact**

Consistent with the City's Multi-Hazard Emergency Management Plan, the City of Folsom maintains pre-designated emergency evacuation routes along major streets and thoroughfares (City of Folsom 2005). No aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route. The proposed project would not result in an increased concentration of large numbers of persons in any at-risk location, and the proposed project would not have a significant impact on any emergency plans. Thus, no significant impact would occur, and no mitigation would be necessary.

**Question H: Less than Significant Impact**

The project site is located in the City of Folsom, and it is provided urban levels of fire protection by the City. Therefore, the proposed project would not increase the risk of wildland fires. No significant impact would occur, and no mitigation would be necessary.



## 8.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 8.9.1 Environmental Setting

The project site has been developed a landscaped area of a shopping center, and reflects a history of past hydrologic manipulation. Precipitation and irrigation are the sources of water for the project site. Runoff from the site would drain to existing shopping center or Palladio Parkway drainage.

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the project's proximity to a 100-year floodplain. The proposed project is on FEMA panel 06067C0140H effective 8/16/2012. The project site is not located within a 100-year floodplain.

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

The City is a signatory to the Sacramento Countywide National Pollutant Discharge Elimination Program (NPDES) permit for the control of pollutants in urban stormwater. Since 1990, the City has been a partner in the Sacramento Stormwater Quality Partnership, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova. These agencies are implementing a comprehensive program involving public outreach, construction and industrial controls (i.e., BMPs), water quality monitoring, and other activities designed to protect area creeks and rivers. This program would be unchanged by the proposed project, and the project would be required to implement all appropriate program requirements.

In addition to these activities, the City maintains the following requirements and programs to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment control, flood protection, and water use. These regulations and requirements would be unchanged by the proposed project.

Standard construction conditions required by the City include:

- *Water Pollution* – requires compliance with City water pollution regulations, including NPDES provisions.
- *Clearing and Grubbing* – specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.
- *Reseeding* – specifies seed mixes and methods for reseeded of graded areas.

Additionally, the City enforces the following requirements of the Folsom Municipal Code as presented in **Table 6**.

<b>Table 6</b> <b>City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development</b>		
<b>CODE SECTION</b>	<b>CODE NAME</b>	<b>EFFECT OF CODE</b>
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.

**Table 6 (continued)**  
**City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development**

<b>CODE SECTION</b>	<b>CODE NAME</b>	<b>EFFECT OF CODE</b>
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.
14.33	Hillside Development	Regulates urban development on hillsides and ridges to protect property against losses from erosion, ground movement and flooding; to protect significant natural features; and to provide for functional and visually pleasing development of the city's hillsides by establishing procedures and standards for the siting and design of physical improvements and site grading.

Source: Folsom Municipal Code

### **8.9.3 Evaluation of Hydrology and Water Quality**

#### **Questions A, C, D, E, F: Less than Significant Impact**

The project site is a landscaped area. Implementation of the proposed project may alter the existing drainage patterns on the project site through introduction of impervious surfaces such as the monopalm, supporting equipment on concrete slabs, canopy roof covering the cabinets, and concrete pathway to the site from the existing sidewalk on Palladio Parkway. In addition, surfaces not covered by equipment would be underlain by gravel over geotextiles that would direct drainage to nearby landscapes areas and the existing shopping center drainage.

An increase in impervious surfaces may result in an increase in the total volume and peak discharges of stormwater runoff; however, due to the small nature of the site (0.28 acres) and the small area on which would be developed with impervious surfaces, this would have a small effect on the overall drainage in the area. In addition, the slight increase in runoff that may be

produced would not produce contamination or sediment conveyance that would violate water quality standards. Therefore, impacts to water quality, drainage, and runoff would be less than significant and no mitigation would be necessary.

#### **Question B: Less than Significant Impact**

Implementation of the proposed project would not result in the use of groundwater, because domestic water in Folsom is provided solely by a surface water source (Folsom Lake). While the proposed project would result in additional impervious surfaces on the site, the project size and small developed space would have a minimal effect on the existing groundwater infiltration in the shopping center. Storm water generated at the project site would flow to off-site drainage areas. Therefore, the proposed project would not substantially interfere with groundwater recharge. No significant impacts would occur, and no mitigation would be necessary.

#### **Questions G, H: No Impact**

Because the project site is located outside of a 100-year floodplain, development of the proposed project would not place persons or structures at risk from flood hazards, nor would it interfere with existing floodway capacity. Thus, no impacts would occur and no mitigation would be necessary.

#### **Question I: Less than Significant Impact**

The proposed project would not expose new development to inundation in the event of the failure of a dam. Should either of the City's two main dams (Folsom Lake and Mormon Island) fail, failure would most likely occur with adequate warning to evacuate any maintenance workers who may be on site. Impacts would be less than significant and no mitigation would be necessary.

#### **Question J: Less than Significant Impact**

The City of Folsom is located approximately 95 miles from the Pacific Ocean, at elevations ranging from approximately 140 to 828 feet amsl. Because of this, there would be no possibility of inundation by tsunami. The City is located adjacent to Folsom Lake, a reservoir of the American River impounded by a main dam on the river channel and wing dikes. Areas of the City adjacent to the wing dikes could be adversely affected by a seiche as a result of an earthquake, either through sloshing within a full reservoir or by a massive landslide or earth movement into the lake. Although historic seismic activity has been minor, the potential for strong ground shaking is present and the possibility exists of a strong earthquake occurring when lake levels are high. This could create a large enough wave to overtop or breach the wing dikes although this is considered to be a remote possibility.

Mudslides and other forms of mass wasting occur on steep slopes in areas having susceptible soils or geology, typically as a result of an earthquake or high rainfall event. The proposed project would be located in a relatively flat plain and would not be susceptible to mudflows.

In summary, there would be no potentially significant effect from inundation by seiche, tsunami, or mudflow and no mitigation would be necessary.



## 8.10 LAND USE AND PLANNING

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

### 8.10.1 Environmental Setting

Land use in the project area is regulated by the City of Folsom through the various plans and ordinances adopted by the City. These include the City of Folsom General Plan and the City of Folsom Municipal Code, including the Zoning Code. The General Plan currently identifies the project site as RCC (Regional Commercial), and the current zoning is C-3 PD (General Commercial District – Planned Development).

### 8.10.2 Evaluation of Land Use and Planning

#### Question A: No Impact

The project site is currently developed as a landscaped area of a shopping center. Redevelopment of the area to a cellular facility would not physically divide an established community. Therefore, there would be no impact and no mitigation would be required.

**Question B: Less than Significant Impact**

The Zoning Code identifies C-3 PD as a general commercial zone appropriate for heavy commercial activities, with a Planned Development overlay. The use of the site for a cellular facility would be consistent with the C-3 zoning upon approval of a Conditional Use Permit. The use of the site as a cellular facility would be consistent with the General Plan's land use designation of Regional Commercial. As a result, potential impacts would be less than significant and no mitigation would be necessary.

**Question C: No Impact**

No Habitat Conservation Plan or Natural Community Conservation Plan has been approved for the project area. Implementation of the proposed project would not conflict with any conservation plan. No impact would occur and no mitigation would be necessary.

## 8.11 MINERAL RESOURCES

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

### 8.11.1 Environmental Setting

The Folsom area regional geologic structure is defined by the predominantly northwest- to southeast-trending belt of metamorphic rocks and the strike-slip faults that bound them. The structural trend influences the orientation of the feeder canyons into the main canyons of the North and South Forks of the American River. This trend is interrupted where the granodiorite plutons outcrop (north and west of Folsom Lake) and where the metamorphic rocks are blanketed by younger sedimentary layers (west of Folsom Dam) (CGS 2006). The four primary rock divisions found in the area are: ultramafic intrusive, metamorphic, granodiorite intrusive, and volcanic mud flows (Geotechnical Consultants, Inc. 2003).

The presence of mineral resources within the City has led to a long history of gold extraction, primarily placer gold. No areas of the City are currently designated for mineral resource extraction.

### 8.11.2 Evaluation of Mineral Resources

#### Questions A, B: No Impact

The proposed project is not located in a zone of known mineral or aggregate resources. No active mining operations are present on or near the site. Implementation of the project would not interfere with the extraction of any known mineral resources. Thus, no impacts would result, and no mitigation would be necessary.

**8.12 NOISE**

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?

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

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

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

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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### 8.12.1 Environmental Setting

The predominant existing noise sources in the vicinity of the proposed project site are vehicles on adjacent streets. No commercial airports are located within two miles of the project site, though occasional overflights and associated noise occur from aircraft landing at Sacramento Mather Airport Air Force Base or McClellan Air Force Base (located approximately 11 miles southwest and 15 miles west of the project site, respectively).

### 8.12.2 Regulatory Framework

#### Noise Element

The City of Folsom General Plan Noise Element establishes land use compatibility criteria for transportation noise sources such as roadways. For these sources, the City establishes a noise level criterion of 60 dBA  $L_{DN}/CNEL$ <sup>1</sup> or less in outdoor activity areas of noise-sensitive land uses, and 45 dBA  $L_{DN}/CNEL$  or less for interior noise levels of noise-sensitive land uses. As the project site would not contain people outside of an occasional maintenance worker, it would not be considered a noise-sensitive land use.

#### Noise Ordinance

For stationary noise sources, the City has adopted a Noise Ordinance as Section 8.42 of the Folsom Municipal Code (City of Folsom 2011). The Noise Ordinance establishes hourly noise level performance standards that are most commonly quantified in terms of the one-hour average noise level ( $L_{EQ}$ ). Using the limits specified in Table 8.42.040 of the Noise Ordinance, noise levels generated by the project would be significant if they exceeded 50 dBA  $L_{EQ}$  from 7 a.m. to 10 p.m. and 45 dBA  $L_{EQ}$  from 10 p.m. to 7 a.m. at the following land uses: single- or multiple-family residence, school, church, hospital or public library.

The City has also established Standard Construction Specifications as published in May 2004 (City of Folsom 2004). The standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City. Standards regarding the noise environment are summarized below.

- *Noise Control* – Requires that all construction work comply with the City Noise Ordinance, and that all construction vehicles be equipped with a muffler to control sound levels.
- *Weekend, Holiday, and Night Work* – Prohibits construction work during evening hours, or on Sunday or holidays, to reduce noise and other construction nuisance effects.

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<sup>1</sup> The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. Similarly, the Day-Night sound level ( $L_{DN}$ ) is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours.



### 8.12.3 Evaluation of Noise

#### Question A: Less than Significant Impact

##### Construction Noise

Construction of the project would generate elevated noise levels. The magnitude of the impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures.

Construction of the monopalm and supporting equipment shelter may require the use of construction equipment such as a crane and a cement mixer. For modeling purposes using the Roadway Construction Noise Model, at the nearest building sites, these pieces of equipment were assumed to be in operation for 40 percent of an 8-hour construction day. Based on these assumptions, the highest impact level for a crane at 50 feet would be 75.6 dBA  $L_{EQ}$  and with a cement truck would be 77.4 dBA  $L_{EQ}$ .

Construction noise would be regulated by Section 8.4.2.060 of the City's Municipal Code (Noise Ordinance), which states that construction activities are exempt from noise standards if they take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays, with no Sunday or Holiday work permitted. Project construction would only occur during these exempted hours. Therefore, construction noise impacts are less than significant and no mitigation would be required.

##### Operational Noise

The closest noise-sensitive land uses to the project site would be the ambulatory surgery center, the building for which would be located approximately 225 feet from the proposed project. The project component most likely to generate audible exterior noise would be the 30 kW standby generator. This device would only be expected to generate noise during emergencies or occasional testing. A potential model is the Kohler 30REOZJC-VER, which would generate a noise level of 65 A-weighted decibels (dBA) at 23 feet (Kohler 2009). Assuming a 5 dBA reduction from the 8-foot high concrete masonry wall surrounding the project site, the generator would generate a noise level of 45 dBA at the ambulatory surgery center. This would not exceed Noise Ordinance's limits; impacts would be less than significant and no mitigation would be required.

#### Question B: Less than Significant Impact

The proposed project does not include components that would result in excessive groundborne vibration. While equipment in use during construction may result in minimal amounts of groundborne vibration, these effects would be temporary and not excessive. Therefore, less than significant impacts associated with groundborne vibration would occur and no mitigation would be necessary.

#### Question C: Less than Significant Impact

See Question A. Operational noise from the project (emergency generator) would not exceed the City's significance thresholds. No mitigation measures are required.

**Question D: Less than Significant Impact**

See Question A. Construction of the proposed project would not exceed the City's applicable thresholds and impacts would be less than significant. No mitigation measures are required.

**Question E, F: No Impact**

Since the project site is not located in an area for which an Airport Land Use Compatibility Plan has been prepared, and no public or private airfields are within two miles of the project area, the proposed project would not be exposed to adverse levels of noise due to aircraft overflight. Therefore, no impact would occur and no mitigation would be necessary.

### 8.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 8.13.1 Evaluation of Population and Housing

##### Question A: No Impact

The proposed project would install a cellular facility in an existing shopping center. The project would not add new homes or businesses or extend existing roads or other infrastructure in a manner that promotes additional growth. The project would not directly or indirectly induce population growth and no impact would result, and no mitigation would be required.

##### Questions B, C: No Impact

The proposed project would redevelop a landscaped area into a cellular facility. There are no existing residences on the project site; therefore, neither housing units nor people would be displaced, and no replacement housing would be required. No impact would occur and no mitigation would be necessary.

## 8.14 PUBLIC SERVICES

Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 8.14.1 Environmental Setting

The proposed project is in an area currently served by urban levels of utilities and services. Public services provided by the City of Folsom in the project area include fire, police, school, library, and park services. The shopping center the site is located in is served by all public utilities including domestic water, wastewater treatment, and stormwater utilities.

The City of Folsom Fire Department provides fire protection services. There are four stations within the City of Folsom. Station 37 is nearest to the project site. It is located at 70 Clarksville Road (near East Bidwell and Clarksville), approximately 0.7 miles northwest of the project site.

The Sacramento Municipal Utilities District (SMUD) would supply electricity to the project site. The City of Folsom has a program of maintaining and upgrading existing utility and public services within the City. Similarly, all private utilities maintain and upgrade their systems as necessary for public convenience and necessity, and as technology changes.

### 8.14.2 Evaluation of Public Services

#### Question A: Less than Significant Impact

Due to the small amount of development located on the project site, proposed improvements would not result in significant additional demand for fire protection services. As such, the proposed project would not result in the provision of or need for new or physically altered fire

protection facilities, the construction of which could cause significant environmental impacts. A less than significant impact related to fire protection services would occur and no mitigation would be required.

**Question B: No Impact**

Proposed improvements would not result in additional demand for police protection services. As such, the proposed project would not result in the provision of or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. No impact related to police protection services would occur.

**Questions C, D, E: No Impact**

The proposed cellular facility would not increase the number of residents in the City, as the project does not include residential units. Because the demand for schools, parks, and other public facilities is driven by population, the proposed project would not increase demand for those services. As such, the proposed project would result in no impacts to these services and no mitigation would be required.



**8.15 RECREATION**

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Project-level Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**8.15.1 Environmental Setting**

The Folsom Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community.

**8.15.2 Evaluation of Recreation**

**Questions A, B: No Impact**

The proposed cellular facility project would not generate population that would increase demand for parks or recreational facilities. Thus, the proposed project would not affect use of existing facilities, nor would it require the construction or expansion of existing recreational facilities. Therefore, the proposed project would have no impact on recreational facilities.

## 8.16 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **8.16.1 Environmental Setting**

#### **Parking and Access**

Parking for maintenance vehicles would be provided off the delivery driveway adjacent to the north of the project. Access would be provided using a concrete pathway.

### **8.16.2 Evaluation of Transportation/Traffic**

#### **Questions A, B: Less than Significant Impact**

The proposed project would not cause a substantial increase in traffic, reduce the existing level of service, or create any additional congestion at any intersections. The proposed facility would require periodic maintenance that would result in only occasional vehicle trips. As such, average daily trip additions to surrounding roadways would be negligible and level of service standards would not be exceeded. In addition, due to the negligible trip additions, the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be less than significant and no mitigation would be required.

#### **Question C: No Impact**

No private or public airports are located within the City of Folsom. The nearest public airfields are the Mather Airport, located approximately 11 miles southwest of the project site, and the Cameron Airpark located approximately 7.6 miles east of the project site. The proposed project would not result in modification to any air travel route. There would be no impact and no mitigation would be required.

#### **Question D: No Impact**

The proposed project does not include any design features that would create a hazard, such as sharp turns in the access road. Therefore, no impact would result and no mitigation would be required.

#### **Question E: No Impact**

The proposed project would not interfere with emergency access routes. No impact would occur and no mitigation would be necessary.

#### **Question F: No Impact**

The proposed project and installation of a cellular facility in a landscaped area would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, no impact would occur and no mitigation would be necessary.

**8.17 UTILITIES AND SERVICE SYSTEMS**

	Potentially Significant Impact	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **8.17.1 Environmental Setting**

As a cellular facility, the project would not require water or wastewater connections. Electricity would be provided by the Sacramento Municipal Utilities District (SMUD).

### **8.17.2 Evaluation of Utilities and Service Systems**

#### **Questions A, B, D, E (Water and Wastewater): No Impact**

The proposed project would not require any water or wastewater service. Therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board or result in the expansion of water or wastewater treatment facilities. No impact related to these utilities and service systems would occur and no mitigation would be required.

#### **Question C: No Impact**

The project site is a landscaped area. Implementation of the proposed project may alter the existing drainage patterns on the project site through introduction of impervious surfaces such as the monopalm, supporting equipment on concrete slabs, canopy roof covering the cabinets, and concrete walkway to the site from the existing sidewalk on Palladio Parkway. In addition, surfaces not covered by equipment would be underlain by gravel over geotextiles that would direct drainage to nearby landscapes areas and the existing shopping center drainage. An increase in impervious surfaces may result in an increase in the total volume and peak discharges of stormwater runoff; however, due to the small nature of the site (0.28 acres) and the small area on which would be developed with impervious surfaces, this would have a minimal effect on the overall drainage in the area. No new drainage facilities or expansion of existing facilities would be required. No impacts would occur and no mitigation would be necessary.

#### **Questions F and G: No Impact**

The City of Folsom provides solid waste, recycling, and hazardous materials collection services to its residential and business communities. The installation of a cellular facility would generate a minimal amount of construction waste and no ongoing operational waste. After processing, solid waste is taken to the Kiefer Landfill, the primary municipal solid waste disposal facility in Sacramento County. The landfill facility sits on a site of 1,084 acres in the community of Sloughhouse. Currently 250 acres, the State permitted landfill is 660 acres in size, and is of sufficient capacity to accommodate the solid waste disposal needs of the City of Folsom. Because the landfill serving the project area is of sufficient capacity to accommodate solid waste needs, there is no impact and no mitigation would be necessary.



**8.18 MANDATORY FINDINGS OF SIGNIFICANCE**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	----------------------------------------------------	------------------------------	-----------

The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur. Where prior to commencement of the environmental analysis a project proponent agrees to MMs or project modifications that would avoid any significant effect on the environment or would mitigate the significant environmental effect, a lead agency need not prepare an EIR solely because without mitigation the environmental effects would have been significant (per Section 15065 of the State CEQA Guidelines):

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	----------------------------------------------------	------------------------------	-----------

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**Question A: No Impact**

No sensitive biological resources are present on-site. Therefore, operation of the proposed project would not result in impacts to a fish or wildlife species, or associated habitats. No impact would occur and no mitigation would be necessary. The preceding analysis indicates that the proposed project has the potential to adversely affect cultural resources. See Section 8.5 of this Initial Study for discussion of the proposed project’s potential impacts on this environmental issue area. With implementation of the mitigation measures identified and compliance with City programs and requirements identified in this report, impacts would be reduced to a less than significant level. No significant or potentially significant impacts would remain.

**Question B: Less than Significant Impact**

While the project would indirectly contribute to cumulative impacts associated with increased urban development in the city and region, these impacts have previously been evaluated by the City and considered in development of the City’s General Plan as set forth in this Initial Study. The project would not prompt additional work or future projects, nor would it have any adverse impacts that would reasonably be expected to be cumulatively considerable when viewed in combination with other current projects or probable future projects. Therefore, impacts would be less than significant and no mitigation would be required.

**Question C: Less than Significant Impact**

Because of site conditions, existing City regulations, and regulation of potential environmental impacts by other agencies, the proposed project would not have the potential to cause substantial adverse effects on human beings as demonstrated in the detailed evaluation contained in this Initial Study.

## **8.19 MITIGATION MONITORING AND REPORTING PROGRAM**

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared by the City per Section 15097 of the CEQA Guidelines and is presented in Appendix C.

## 9.0 INITIAL STUDY PREPARERS

### City of Folsom

David Miller, AICP, Director of Public Works and Community Development Department

Scott Johnson, AICP, Planning Manager

Josh Kinkade, Assistant Planner

### HELIX Environmental Planning, Inc.

Robert Edgerton, AICP CEP, Project Manager

David Claycomb, AICP, Quality Assurance/Quality Control

Carrie Wills, Senior Archaeologist

Bill Vosti, Environmental Planner

Jameson Honeycutt, Environmental Planner

Noosheen Pouya, GIS Specialist/Environmental Planner

## 10.0 SUPPORTING INFORMATION SOURCES

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Appendix A

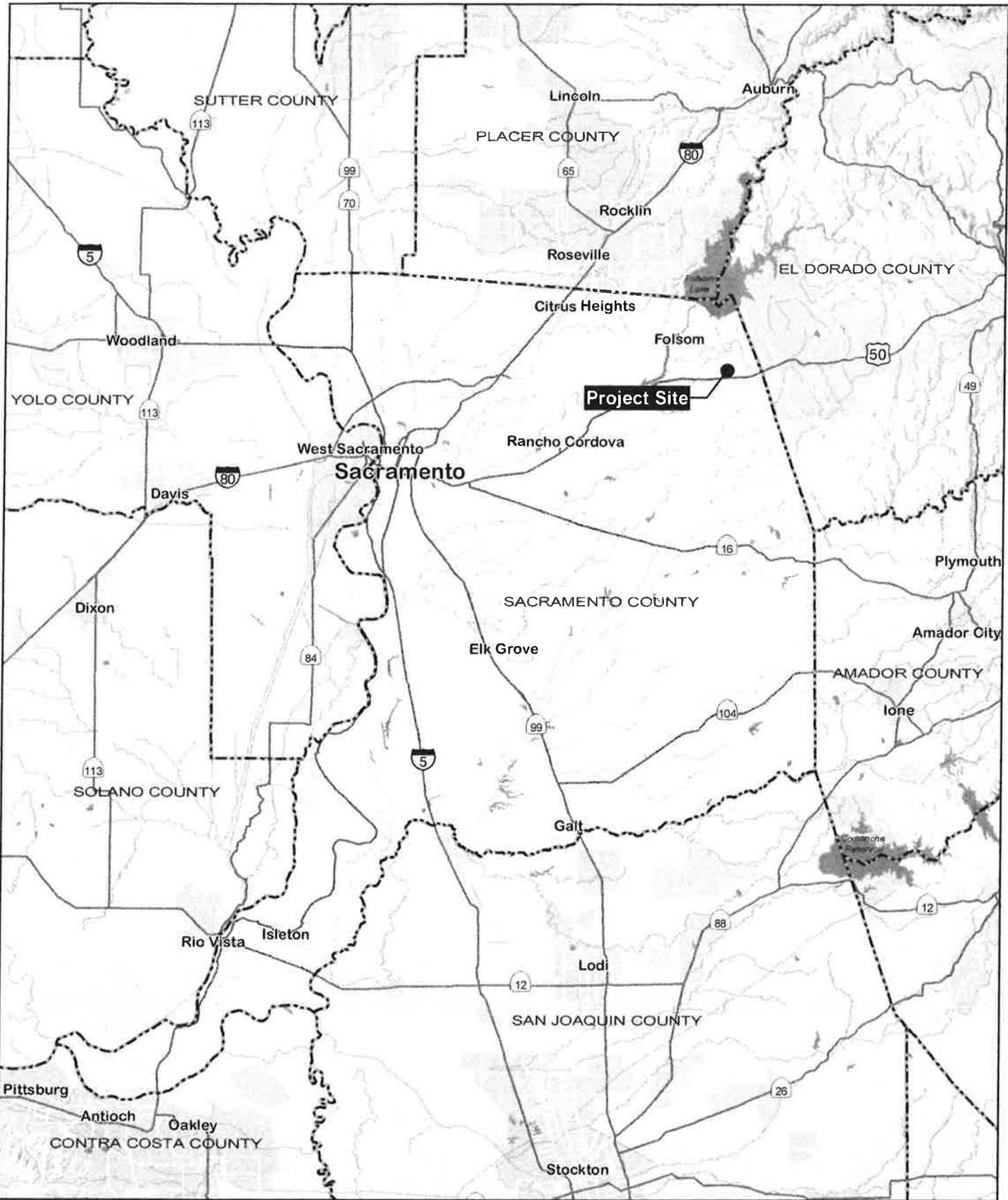
Figures 1-8







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# Regional Location Map

PALLADIO MONOPALM PROJECT

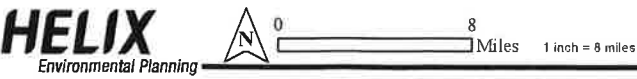


Figure 1





## Project Vicinity Map

PALLADIO MONOPALM PROJECT

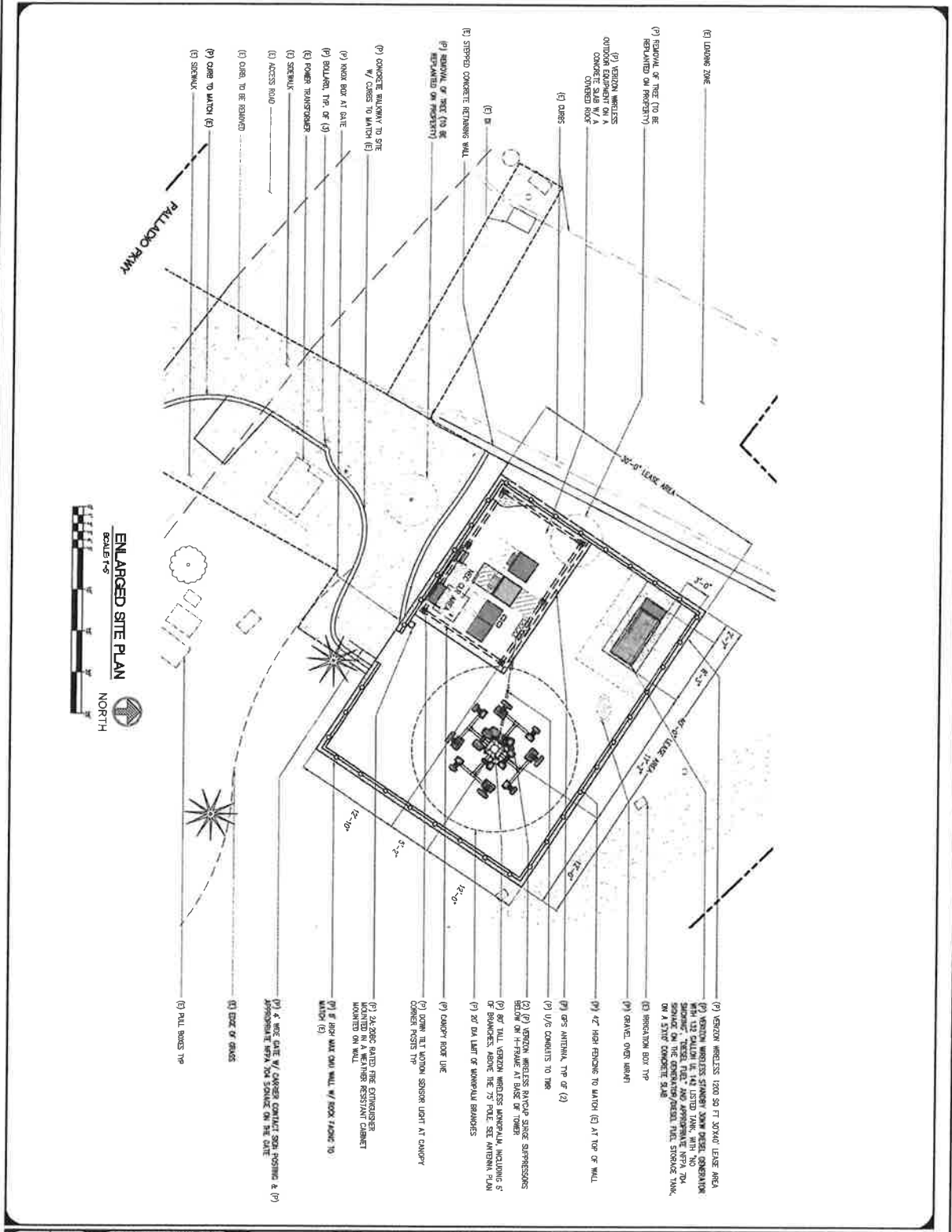
Figure 2







Source: ATM Engineering 2016



**PALLADIO**  
 PS LOCATION #: 279042  
 204 PALLADIO PKWY,  
 FOLSOM, CA 95630

EPIC  
 WIRELESS GROUP INC.

**ATM Engineering**  
 Jim McFarland, SE  
 2255 Bear Bluffe Street  
 Folsom, CA 95630  
 Phone: 916-839-1700  
 Direct: 916-834-5177  
 Email: jim@atmengineering.com

ISSUE STATUS

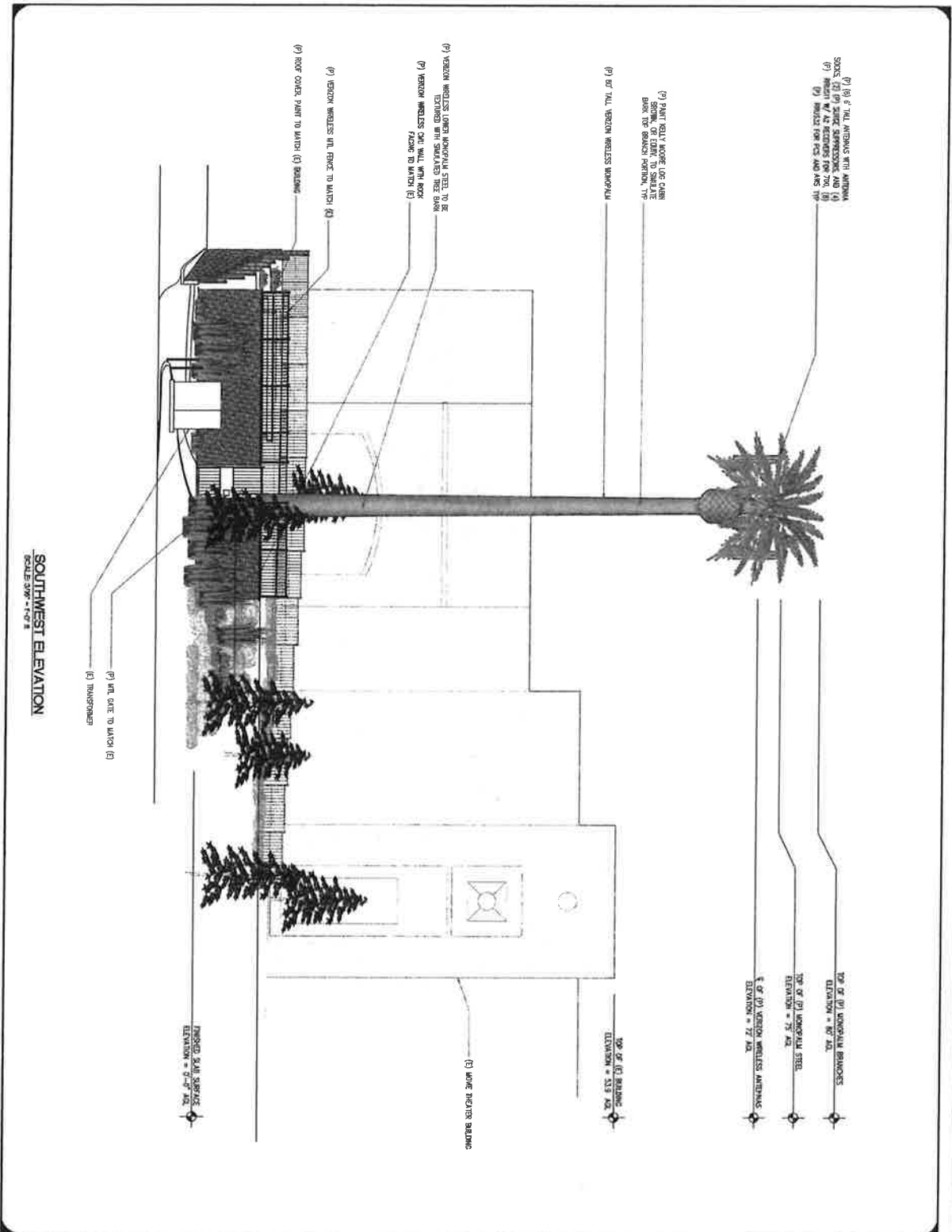
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02	07/24/15	ISSUE 002	0
03	03/24/15	ISSUE 003	0
04	09/01/15	ISSUE 004	0
05	09/01/15	ISSUE 005	0
06	09/01/15	ISSUE 006	0
07	09/01/15	ISSUE 007	0
08	09/01/15	ISSUE 008	0
09	09/01/15	ISSUE 009	0
10	09/01/15	ISSUE 010	0

SHEET TITLE  
 ENLARGED SITE PLAN  
**A-2**







Source: ATM Engineering 2016



**SOUTHWEST ELEVATION**

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

 <p>VERIZON WIRELESS, 255 PARKSIDE DRIVE, FOLSOM, CA 95630</p>	<p><b>PALLADIO</b></p> <p>PS LOCATION #: 279042                  204 PALLADIO PKWY,                  FOLSOM, CA 95630</p>	 <p><b>EPIC</b>                  WIRELESS GROUP INC</p>	<p><b>ATM Engineering</b></p> <p>Tim McPardic, SE                  2025 Bell Blvd Street                  Folsom, CA 95630                  Phone: 916.453.7100                  Direct: 916.914.5177                  Email: tim@atmengineering.com</p>	<p><b>ISSUE STATUS</b></p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>2</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>3</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>4</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>5</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>6</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>7</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>8</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>9</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> <tr> <td>10</td> <td>05/02/16</td> <td>ISSUE FOR PERMITS</td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	1	05/02/16	ISSUE FOR PERMITS	2	05/02/16	ISSUE FOR PERMITS	3	05/02/16	ISSUE FOR PERMITS	4	05/02/16	ISSUE FOR PERMITS	5	05/02/16	ISSUE FOR PERMITS	6	05/02/16	ISSUE FOR PERMITS	7	05/02/16	ISSUE FOR PERMITS	8	05/02/16	ISSUE FOR PERMITS	9	05/02/16	ISSUE FOR PERMITS	10	05/02/16	ISSUE FOR PERMITS	<p><b>STAMP</b></p> <p>SHEET TITLE                  ELEVATION</p> <p><b>A-4</b></p>
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Existing



Proposed



view from Iron Point Road looking northwest at site



279042 Palladio  
204 Palladio Parkway, Folsom, CA  
Photosims Produced on 2-9-2016

**AdvanceSim**  
Photo Simulation Solutions  
Contact (925) 292-8502

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Source: Advance Sim 2016

# Visual Simulation 1

Palladio Monopalm Project

Figure 5





Existing



Proposed



view from Broadstone Parkway looking east at site

**AdvanceSim**  
Photo Simulation Solutions  
Contact: (925) 202-4507



279042 Palladio  
204 Palladio Parkway, Folsom, CA  
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## Visual Simulation 2

Palladio Monopalm Project

Figure 6

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Source: Advance Sim 2016



Existing



Proposed



view from Catterline Way looking east at site

**AdvanceSim**  
Photo Simulation Solutions  
Contact (925) 202-8507



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Source: Advance Sim 2016

### Visual Simulation 3

Palladio Monopalm Project





Existing



Proposed



Proposed veranda installation

view from Palladio Parkway looking northeast at site

AdvanceSim  
Photo Simulation Solutions  
Contact (925) 202-8507



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Source: Advance Sim 2016

## Visual Simulation 4

Palladio Monopalm Project

Figure 8

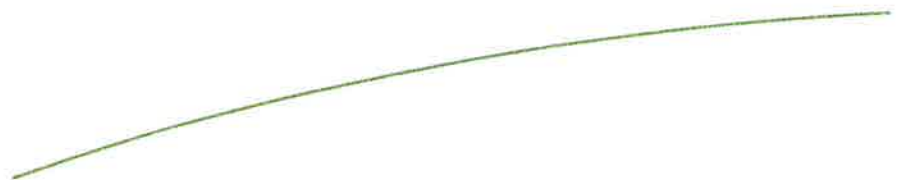






Appendix B

RE Electromagnetic Field Evaluation





**Verizon Wireless • Proposed Base Station (Site No. 279039 “Palladio”)  
204 Palladio Parkway • Folsom, California**

**Statement of Hammett & Edison, Inc., Consulting Engineers**

The firm of Hammett & Edison, Inc., Consulting Engineers, has been retained on behalf of Verizon Wireless, a personal wireless telecommunications carrier, to evaluate the base station (Site No. 279039 “Palladio”) proposed to be located at 204 Palladio Parkway in Folsom, California, for compliance with appropriate guidelines limiting human exposure to radio frequency (“RF”) electromagnetic fields.

**Executive Summary**

Verizon proposes to install directional panel antennas on a tall pole to be located at 204 Palladio Parkway in Folsom. The proposed operation will comply with the FCC guidelines limiting public exposure to RF energy.

**Prevailing Exposure Standards**

The U.S. Congress requires that the Federal Communications Commission (“FCC”) evaluate its actions for possible significant impact on the environment. A summary of the FCC’s exposure limits is shown in Figure 1. These limits apply for continuous exposures and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. The most restrictive FCC limit for exposures of unlimited duration to radio frequency energy for several personal wireless services are as follows:

Wireless Service	Frequency Band	Occupational Limit	Public Limit
Microwave (Point-to-Point)	5–80 GHz	5.00 mW/cm <sup>2</sup>	1.00 mW/cm <sup>2</sup>
WiFi (and unlicensed uses)	2–6	5.00	1.00
BRS (Broadband Radio)	2,600 MHz	5.00	1.00
WCS (Wireless Communication)	2,300	5.00	1.00
AWS (Advanced Wireless)	2,100	5.00	1.00
PCS (Personal Communication)	1,950	5.00	1.00
Cellular	870	2.90	0.58
SMR (Specialized Mobile Radio)	855	2.85	0.57
700 MHz	700	2.40	0.48
[most restrictive frequency range]	30–300	1.00	0.20

**General Facility Requirements**

Base stations typically consist of two distinct parts: the electronic transceivers (also called “radios” or “channels”) that are connected to the traditional wired telephone lines, and the passive antennas that send the wireless signals created by the radios out to be received by individual subscriber units. The transceivers are often located at ground level and are connected to the antennas by coaxial cables. A small antenna for reception of GPS signals is also required, mounted with a clear view of the sky. Because of the short wavelength of the frequencies assigned by the FCC for wireless services, the

**Verizon Wireless • Proposed Base Station (Site No. 279039 “Palladio”)  
204 Palladio Parkway • Folsom, California**

antennas require line-of-sight paths for their signals to propagate well and so are installed at some height above ground. The antennas are designed to concentrate their energy toward the horizon, with very little energy wasted toward the sky or the ground. This means that it is generally not possible for exposure conditions to approach the maximum permissible exposure limits without being physically very near the antennas.

**Computer Modeling Method**

The FCC provides direction for determining compliance in its Office of Engineering and Technology Bulletin No. 65, “Evaluating Compliance with FCC-Specified Guidelines for Human Exposure to Radio Frequency Radiation,” dated August 1997. Figure 2 describes the calculation methodologies, reflecting the facts that a directional antenna’s radiation pattern is not fully formed at locations very close by (the “near-field” effect) and that at greater distances the power level from an energy source decreases with the square of the distance from it (the “inverse square law”). The conservative nature of this method for evaluating exposure conditions has been verified by numerous field tests.

**Site and Facility Description**

Based upon information provided by Verizon, including zoning drawings by ATM Engineering, dated March 9, 2015, it is proposed to install eight Andrew Model SBNHH-1D65B directional panel antennas on a new 80-foot pole, configured to resemble a pine tree, to be sited behind the Palladio 16 Cinemas, located at 204 Palladio Parkway in Folsom. The antennas would employ up to 8° downtilt, would be mounted at an effective height of about 72 feet above ground, and would be oriented in pairs toward 40°T, 130°T, 220°T, and 310°T, to provide service in all directions. The maximum effective radiated power in any direction would be 13,450 watts, representing simultaneous operation at 4,620 watts for AWS, 4,210 watts for PCS, 2,600 watts for cellular, and 2,020 watts for 700 MHz service. There are reported no other wireless telecommunications base stations at the site or nearby.

**Study Results**

For a person anywhere at ground, the maximum RF exposure level due to the proposed Verizon operation is calculated to be 0.011 mW/cm<sup>2</sup>, which is 2.1% of the applicable public exposure limit. The maximum calculated level at any nearby building\* is 7.8% of the public exposure limit. There are no residences located within 1,000 feet of the antennas. It should be noted that these results include several “worst-case” assumptions and therefore are expected to overstate actual power density levels from the proposed operation.

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\* Located at least 30 feet away, based on the drawings.



**Verizon Wireless • Proposed Base Station (Site No. 279039 "Palladio")  
204 Palladio Parkway • Folsom, California**

**No Recommended Mitigation Measures**

Due to their mounting locations and height, the Verizon antennas would not be accessible to unauthorized persons, and so no mitigation measures are necessary to comply with the FCC public exposure guidelines. It is presumed that Verizon will, as an FCC licensee, take adequate steps to ensure that its employees or contractors receive appropriate training and comply with FCC occupational exposure guidelines whenever work is required near the antennas themselves.

**Conclusion**

Based on the information and analysis above, it is the undersigned's professional opinion that operation of the base station proposed by Verizon Wireless at 204 Palladio Parkway in Folsom, California, will comply with the prevailing standards for limiting public exposure to radio frequency energy and, therefore, will not for this reason cause a significant impact on the environment. The highest calculated level in publicly accessible areas is much less than the prevailing standards allow for exposures of unlimited duration. This finding is consistent with measurements of actual exposure conditions taken at other operating base stations.

**Authorship**

The undersigned author of this statement is a qualified Professional Engineer, holding California Registration No. E-20309, which expires on March 31, 2017. This work has been carried out under her direction, and all statements are true and correct of her own knowledge except, where noted, when data has been supplied by others, which data she believes to be correct.



*Andrea L. Bright*  
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Andrea L. Bright, P.E.  
707/996-5200

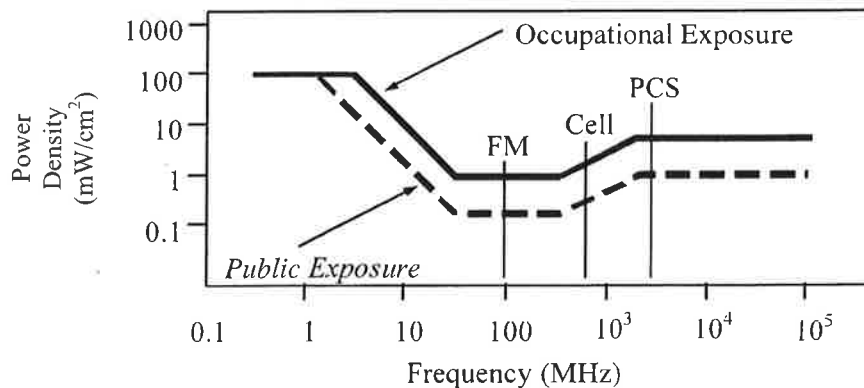
May 27, 2015

## FCC Radio Frequency Protection Guide

The U.S. Congress required (1996 Telecom Act) the Federal Communications Commission (“FCC”) to adopt a nationwide human exposure standard to ensure that its licensees do not, cumulatively, have a significant impact on the environment. The FCC adopted the limits from Report No. 86, “Biological Effects and Exposure Criteria for Radiofrequency Electromagnetic Fields,” published in 1986 by the Congressionally chartered National Council on Radiation Protection and Measurements (“NCRP”). Separate limits apply for occupational and public exposure conditions, with the latter limits generally five times more restrictive. The more recent standard, developed by the Institute of Electrical and Electronics Engineers and approved as American National Standard ANSI/IEEE C95.1-2006, “Safety Levels with Respect to Human Exposure to Radio Frequency Electromagnetic Fields, 3 kHz to 300 GHz,” includes similar limits. These limits apply for continuous exposures from all sources and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health.

As shown in the table and chart below, separate limits apply for occupational and public exposure conditions, with the latter limits (in *italics* and/or dashed) up to five times more restrictive:

Frequency Applicable Range (MHz)	Electromagnetic Fields ( <i>f</i> is frequency of emission in MHz)					
	Electric Field Strength (V/m)		Magnetic Field Strength (A/m)		Equivalent Far-Field Power Density (mW/cm <sup>2</sup> )	
0.3 – 1.34	614	<i>614</i>	1.63	<i>1.63</i>	100	<i>100</i>
1.34 – 3.0	614	<i>823.8/f</i>	1.63	<i>2.19/f</i>	100	<i>180/f<sup>2</sup></i>
3.0 – 30	1842/f	<i>823.8/f</i>	4.89/f	<i>2.19/f</i>	900/f <sup>2</sup>	<i>180/f<sup>2</sup></i>
30 – 300	61.4	<i>27.5</i>	0.163	<i>0.0729</i>	1.0	<i>0.2</i>
300 – 1,500	3.54√ <i>f</i>	<i>1.59√f</i>	√ <i>f</i> /106	<i>√f/238</i>	<i>f</i> /300	<i>f/1500</i>
1,500 – 100,000	137	<i>61.4</i>	0.364	<i>0.163</i>	5.0	<i>1.0</i>



Higher levels are allowed for short periods of time, such that total exposure levels averaged over six or thirty minutes, for occupational or public settings, respectively, do not exceed the limits, and higher levels also are allowed for exposures to small areas, such that the spatially averaged levels do not exceed the limits. However, neither of these allowances is incorporated in the conservative calculation formulas in the FCC Office of Engineering and Technology Bulletin No. 65 (August 1997) for projecting field levels. Hammett & Edison has built those formulas into a proprietary program that calculates, at each location on an arbitrary rectangular grid, the total expected power density from any number of individual radio sources. The program allows for the description of buildings and uneven terrain, if required to obtain more accurate projections.

## RFR.CALC™ Calculation Methodology

### Assessment by Calculation of Compliance with FCC Exposure Guidelines

The U.S. Congress required (1996 Telecom Act) the Federal Communications Commission ("FCC") to adopt a nationwide human exposure standard to ensure that its licensees do not, cumulatively, have a significant impact on the environment. The maximum permissible exposure limits adopted by the FCC (see Figure 1) apply for continuous exposures from all sources and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. Higher levels are allowed for short periods of time, such that total exposure levels averaged over six or thirty minutes, for occupational or public settings, respectively, do not exceed the limits.

#### Near Field.

Prediction methods have been developed for the near field zone of panel (directional) and whip (omnidirectional) antennas, typical at wireless telecommunications base stations, as well as dish (aperture) antennas, typically used for microwave links. The antenna patterns are not fully formed in the near field at these antennas, and the FCC Office of Engineering and Technology Bulletin No. 65 (August 1997) gives suitable formulas for calculating power density within such zones.

For a panel or whip antenna, power density  $S = \frac{180}{\theta_{BW}} \times \frac{0.1 \times P_{net}}{\pi \times D \times h}$ , in mW/cm<sup>2</sup>,

and for an aperture antenna, maximum power density  $S_{max} = \frac{0.1 \times 16 \times \eta \times P_{net}}{\pi \times h^2}$ , in mW/cm<sup>2</sup>,

where  $\theta_{BW}$  = half-power beamwidth of the antenna, in degrees, and

$P_{net}$  = net power input to the antenna, in watts,

$D$  = distance from antenna, in meters,

$h$  = aperture height of the antenna, in meters, and

$\eta$  = aperture efficiency (unitless, typically 0.5-0.8).

The factor of 0.1 in the numerators converts to the desired units of power density.

#### Far Field.

OET-65 gives this formula for calculating power density in the far field of an individual RF source:

power density  $S = \frac{2.56 \times 1.64 \times 100 \times RFF^2 \times ERP}{4 \times \pi \times D^2}$ , in mW/cm<sup>2</sup>,

where ERP = total ERP (all polarizations), in kilowatts,

RFF = relative field factor at the direction to the actual point of calculation, and

$D$  = distance from the center of radiation to the point of calculation, in meters.

The factor of 2.56 accounts for the increase in power density due to ground reflection, assuming a reflection coefficient of 1.6 ( $1.6 \times 1.6 = 2.56$ ). The factor of 1.64 is the gain of a half-wave dipole relative to an isotropic radiator. The factor of 100 in the numerator converts to the desired units of power density. This formula has been built into a proprietary program that calculates, at each location on an arbitrary rectangular grid, the total expected power density from any number of individual radiation sources. The program also allows for the description of uneven terrain in the vicinity, to obtain more accurate projections.







Appendix C

Mitigation Monitoring and  
Reporting Program







# MITIGATION MONITORING AND REPORTING PROGRAM

## PALLADIO MONOPALM PROJECT

**Purpose of Mitigation Monitoring and Reporting Program:** The California Environmental Quality Act (CEQA), Public Resources Code Section 21081.6, requires that a Mitigation Monitoring and Reporting Program (MMRP) be established upon completing findings. CEQA stipulates that “the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”

This MMRP has been prepared in compliance with Section 21081.6 of CEQA to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the project, as required. A table (attached) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, the responsible person/agency for implementing the measure, and space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the Initial Study and Mitigated Negative Declaration.

The City of Folsom (City) is the lead agency for the project under CEQA and shall administer and implement the MMRP. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City shall rely on information provided by the project site observers / monitors (e.g., construction manager, project manager, biologist, archaeologist, etc.) as accurate and up-to-date and shall provide personnel to field check mitigation measure status, as required.

**Project Description:** The project site consists of an approximately 30 foot by 40 foot (0.28 acre) site situated in southeastern City of Folsom in northeastern Sacramento County, California. The project site is located on the east side of Palladio Parkway between Iron Point Road and Via Fiori. The project site is located at 204 Palladio Parkway, and the project parcel is identified as Assessor’s Parcel Number (APN) 072-3080-028. The project site is located within Section 8, Township 10 North, Range 8 East (Clarksville Base and Meridian, United States Geological Survey 7.5 minute “Clarksville Quadrangle”). Additional proposed improvements include supporting equipment for the monopalm, including a wireless standby 30 kW diesel generator, four cabinets (two LTE cabinets, one miscellaneous cabinet, and one -48 cabinet), and a down-tilt motion sensor light.

Entitlements for the proposed project consist of a Conditional Use Permit.

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**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE  
PALLADIO MONOPALM PROJECT**

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<p><b>CULTURAL RESOURCES</b></p> <p><b>Mitigation Measure CUL-1: Avoid and minimize impacts to previously unknown historic resources.</b></p> <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 City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The City-approved 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, and/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>	<p>Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction.</p>	<p>City of Folsom Planning Department and Archeologist or Qualified Cultural Resource Monitor and Construction Contractor</p>		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance				
			<table border="1"> <tr> <th data-bbox="267 1102 321 1207">Initials</th> <th data-bbox="267 1207 321 1747">Date</th> </tr> <tr> <td></td> <td></td> </tr> </table>	Initials	Date		
Initials	Date						
<p><b>Mitigation Measure CUL-2: Avoid and minimize impacts to previously unknown archaeological resources.</b></p> <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 City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The City-approved 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, and/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>	<p>Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction.</p>	<p>City of Folsom Planning Department and Archeologist or Qualified Cultural Resource Monitor and Construction Contractor</p>					



Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<p align="center"><b>Mitigation Measure</b></p> <p><b>Mitigation Measure CUL-3: Avoid and minimize impacts related to accidental discovery of human remains.</b></p> <p>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:</p> <p>1) 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.</p> <p>2) 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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The descendant identified fails to make a recommendation.</li> <li>• The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.</li> </ul>	<p>Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction.</p>	<p>City of Folsom Planning Department and Archeologist or Qualified Cultural Resource Monitor and Construction Contractor</p>		

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<b>GEOLOGY AND SOILS</b>				
<p><b>Mitigation Measure GEO-01: Avoid and minimize impacts to previously unknown paleontological resources or unique geologic features.</b></p> <p>It is always possible that ground-disturbing activities during project development may uncover previously unknown paleontological resources or unique geologic features. In the event that paleontological resources or unique geologic features 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 City 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. Paleontological resources or unique geologic features could consist of, but are not limited to, fossil remains such as bones, teeth, shells, leaves and wood. 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>	<p>Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction.</p>	<p>City of Folsom Planning Department and Archeologist or Qualified Cultural Resource Monitor and Construction Contractor</p>		