

**PLANNING COMMISSION AGENDA**  
**May 5, 2021**  
**CITY COUNCIL CHAMBERS**  
**6:30 p.m.**  
**50 Natoma Street**  
**Folsom, California 95630**

**Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom Planning Commission and staff may participate in this meeting via teleconference.**

**Due to the coronavirus (COVID-19) public health emergency, the City of Folsom is allowing remote public input during Commission meetings. Members of the public are encouraged to participate by e-mailing comments to [kmullett@folsom.ca.us](mailto:kmullett@folsom.ca.us). E-mailed comments must be received no later than thirty minutes before the meeting and will be read aloud at the meeting during the agenda item. Please make your comments brief. Written comments submitted and read into the public record must adhere to the principles of the three-minute speaking time permitted for in-person public comment at Commission meetings. Members of the public wishing to participate in this meeting via teleconference may email [kmullett@folsom.ca.us](mailto:kmullett@folsom.ca.us) no later than thirty minutes before the meeting to obtain call-in information. Each meeting may have different call-in information. Verbal comments via teleconference must adhere to the principles of the three-minute speaking time permitted for in-person public comment at Planning Commission meetings.**

**Members of the public may continue to participate in the meeting in person at Folsom City Hall, 50 Natoma Street, Folsom CA while maintaining appropriate social distancing.**

**CALL TO ORDER PLANNING COMMISSION:** Bill Miklos, Ralph Peña, Barbara Leary, Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Chair Justin Raithel,

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

**PLEDGE OF ALLEGIANCE**

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

**MINUTES**

The minutes of March 17, 2021 will be presented for approval.

## **NEW BUSINESS**

### **1. PN 20-263, Mangini Ranch Lot 16 Apartments Design Review, Minor Administrative Modifications, and Determination that the Project is Exempt from CEQA**

A Public Meeting to consider a request from Van Daele Homes for approval of Design Review and Minor Administrative Modifications for development of a 278-unit market-rate apartment community (Mangini Ranch Lot 16 Apartments) on a 9.3-acre site located north of White Rock Road near the northeast corner of the intersection of White Rock Road and East Bidwell Street (APN 072-3380-005). The zoning classification for the site is SP-MHD-PD, while the General Plan land-use designation is MHD. The project is exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and section 15182 of the CEQA Guidelines. **(Project Planner: Steve Banks/Applicant: Van Daele Homes)**

## **WORKSHOP**

### **2. PN 19-051, Zoning Code Update – Review of Home Occupation Permit Regulations**

Staff is returning to the Commission for an update on progress on the new Zoning Code and review of Home Occupation Permit Regulations. **(Project Planner: Principal Planner, Desmond Parrington)**

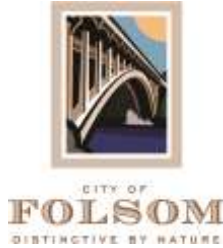
## **PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next Planning Commission meeting is scheduled for **May 19, 2021**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2<sup>nd</sup> Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6231 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6231, (916) 355-7274 (fax) or [kmullett@folsom.ca.us](mailto:kmullett@folsom.ca.us). Requests must be made as early as possible and at least two-full business days before the start of the meeting.

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

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



**PLANNING COMMISSION MINUTES**  
**March 17, 2021**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

**CALL TO ORDER PLANNING COMMISSION:** Bill Miklos, Ralph Peña, Barbara Leary, Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Chair Justin Raithel

**ABSENT:** West

**CITIZEN COMMUNICATION:** None

**MINUTES:** The minutes of February 3, 2021 were approved as submitted.

**WORKSHOP**

**1. PN 19-051, Zoning Code Update – Update on Progress, Schedule, and Remaining Tasks**

Staff is returning to the Commission for an update on progress on the new Zoning Code. The purpose of this workshop is to review topics covered so far, remaining tasks, and to discuss the current schedule. **(Project Planner: Principal Planner, Desmond Parrington)**

City staff gave an updated presentation on the current status and remaining tasks for the Zoning Code Update, which include Development Standards and Design Guidelines, Administrative Procedures, Public Review Draft Publication and Public Comment Period, and plans for future Community and Commission workshops.

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next regularly scheduled Planning Commission meeting will be held April 21, 2021.

RESPECTFULLY SUBMITTED,

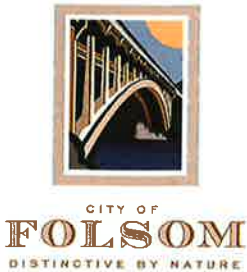
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Kelly Mullett, ADMINISTRATIVE ASSISTANT

**APPROVED:**

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Justin Raithel, CHAIR



## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Mangini Ranch Lot 16 Apartments

**File #:** PN-20-263

**Requests:** Design Review

Minor Administrative Modifications

**Location:** The proposed Mangini Ranch Lot 16 Apartments project is located north of White Rock Road near the northeast corner of the intersection of East Bidwell Street and White Rock Road within the Folsom Plan Area

**Staff Contact:** Steve Banks, Principal Planner, 916-461-6207  
sbanks@folsom.ca.us

### **Property Owner**

Name: Folsom Real Estate South, LLC  
Address: 4370 Town Center Blvd.,  
Suite 100  
El Dorado Hills CA 95762

### **Applicant**

Name: Van Daele Homes  
Address: 2430 Camino Ramon,  
Suite 125  
San Ramon CA 94583

**Recommendation:** Conduct a public meeting and upon conclusion recommend approval of a Design Review and Minor Administrative Modifications for the Mangini Ranch Lot 16 Apartments project, subject to the findings (Findings A-J) and conditions of approval (Conditions 1-48) attached to this report.

**Project Summary:** The proposed project includes development of a 278-unit market-rate apartment community on a 9.3-acre site situated near the northeast corner of the intersection of White Rock Road and East Bidwell Street within the Mangini Ranch Phase 1 Subdivision portion of the Folsom Plan Area. The following are the specific entitlements requested with the proposed project.

- **Design Review** which contains detailed site development and architectural standards for the proposed 278-unit residential apartment community.





CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

## **AGENDA ITEM NO. 1**

**Type: Public Meeting**

**Date: May 5, 2021**

- **A Minor Administrative Modification** for refinement of the open space and property development boundaries for the purpose of meeting roadway design standards, maximizing development efficiencies, preserving natural resources, and accommodating a Class I trail.
- **A Minor Administrative Modification** to transfer 35 allocated dwelling units from another site within the Folsom Plan Area to the project site in order to accommodate the residential density associated with the proposed project.

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

### **Table of Contents:**

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- Design Review
- Minor Administrative Modifications

Attachment 3 - Analysis

- Design Review
- Minor Administrative Modifications

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - Preliminary Site Plan, dated April 27, 2021

Attachment 7 - Preliminary Utility Plan, dated February 22, 2021

Attachment 8 - Preliminary Grading and Drainage Plan, dated April 27, 2021

Attachment 9 - Preliminary Off-Site Improvement Plan, dated February 22, 2021

Attachment 10 - Preliminary Landscape Plan and Details, dated February, 2021

Attachment 11 - Preliminary Access and Circulation Plan, dated February 22, 2021

Attachment 12 - Preliminary Lighting Plan and Details, dated February 12, 2021

Attachment 13 - Building Elevations, Renderings, and Floor Plans, dated February 19, 2021

Attachment 14 - Color and Materials Board

Attachment 15 – Minor Administrative Modification Exhibits



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**

**Type: Public Meeting**

**Date: May 5, 2021**

Attachment 16 - Mangini Ranch Lot 16 Apartments Booklet (Separate Bound Document)

Attachment 17 - Site Photographs

Attachment 18 - CEQA Exemption and Streamlining Analysis for the Mangini Ranch Lot 16 Apartments Project

Attachment 19 - Folsom Plan Area Specific Plan Consistency Analysis for Mangini Ranch Lot 16 Apartments Project

Attachment 20 - Mangini Ranch Lot 16 Apartments Mitigation Monitoring and Reporting Program

Attachment 21 - Access and Circulation Analysis, dated April 20, 2021

Attachment 22 - Environmental Noise Analysis, dated April 23, 2021

Attachment 23 - Folsom Ranch Central District Design Guidelines

Submitted,

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PAM JOHNS  
Community Development Director

## ATTACHMENT 1 BACKGROUND AND SETTING

### Background:

The proposed project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based “Smart Growth” and Transit Oriented Development principles. The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of U.S. Highway 50, north of White Rock Road, east of Prairie City Road, and west of the Sacramento County/El Dorado County line in the southeastern portion of the City.

The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of “complete streets”, trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The FPASP includes 11,461 residential units at various densities on approximately 1,630 acres; 310 acres designated for commercial and industrial use; +/-130 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,110 acres for open-space areas.

Since FPASP adoption in 2011, the City Council has approved eight amendments to the Specific Plan with land use and density refinements. Overall, the changes to the Specific Plan have *reduced* the amount of commercial development planned for the area and *increased* the amount of residential development:

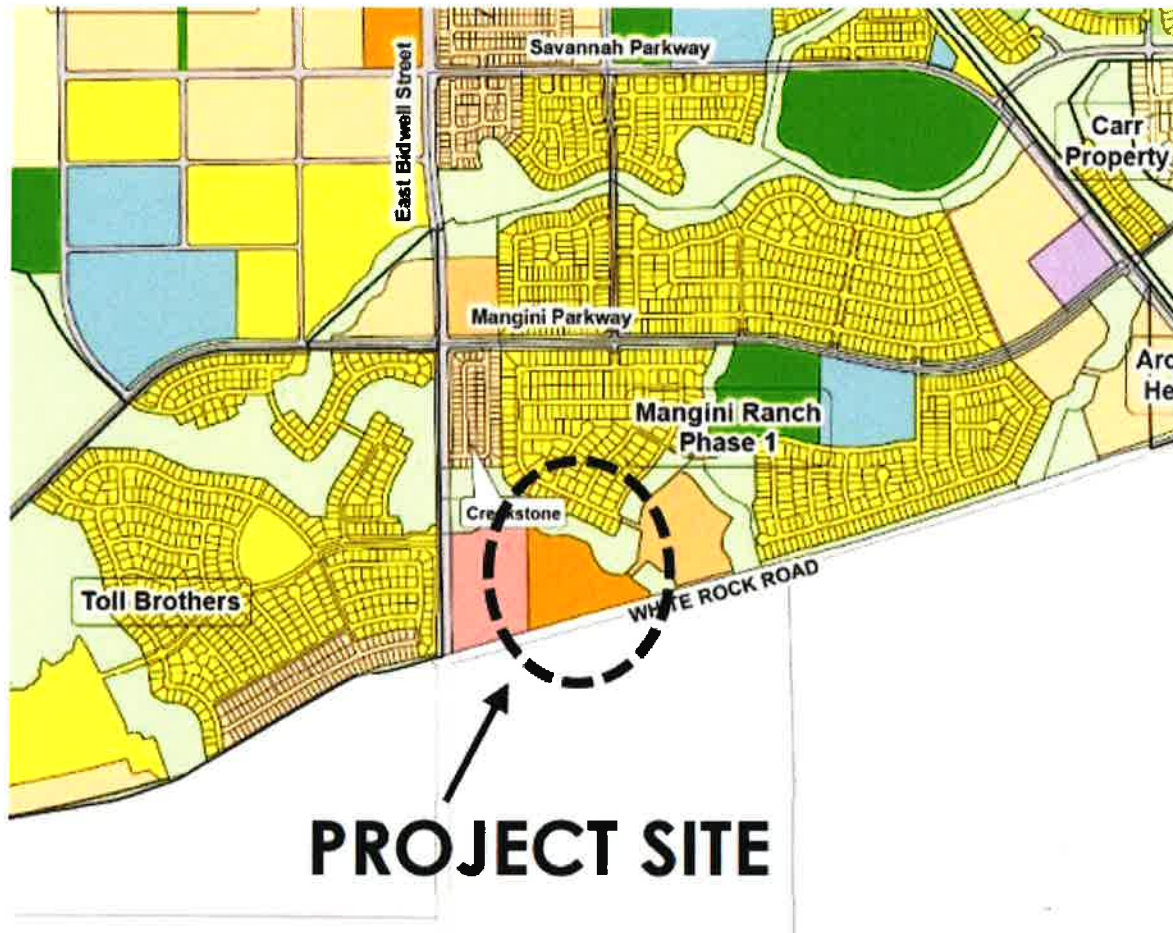
	<b>Approved 2011</b>	<b>As Amended to Date</b>
<b>Commercial:</b>	5,199,408 SF	2,788,844 SF (-2,410,564 SF)
<b>Residential Units:</b>	10,210 Units	11,461 Units (+1,251 Units)

Based on the approved changes, the projected population of the FPASP has increased from 24,362 (based on approved development in 2010) to 27,965 (as approved to date).

In addition to the amendments, a number of Minor Administrative Modifications have been approved. These minor modifications moved allocated residential dwelling units to new locations in the FPASP area, but did not affect the overall number of approved residential units. Because they do not increase or decrease residential units, these minor modifications do not affect the ultimate population of the FPASP area.

The Mangini Ranch Lot 16 Apartments project site is comprised of a single parcel (FPASP Parcel 138) as shown in the Folsom Plan Area Specific Plan. Parcel 138 is currently designated as Multi-Family High Density (MHD) which provides for development of 20 to 30 dwelling units per acre. An excerpt from the FPASP Land Use Map is shown below.

FIGURE 1: FPASP LAND USE MAP EXCERPT



### Physical Setting

The triangular-shaped 9.3-acre project site, which features gently rolling terrain with native grasses (no trees), is located within the southern portion of the Mangini Ranch Phase 1 Subdivision. The project site is bounded by designated open space to the north with a single-family residential subdivision beyond, White Rock Road to the south with undeveloped property within Sacramento County beyond, undeveloped commercially-zoned property to the west with East Bidwell Street beyond, and designated open space to the east with undeveloped multi-family-zoned property beyond.

## **ATTACHMENT 2 PROJECT DESCRIPTION**

### **APPLICANT'S PROPOSAL**

The applicant, Van Daele Homes, is requesting approval of a Design Review and Minor Administrative Modifications for the development of a 278-unit market rate apartment community (Mangini Ranch Lot 16 Apartments) on a 9.3-acre site located slightly east of the intersection of East Bidwell Street and White Rock Road within the Mangini Ranch Phase 1 Subdivision portion of the Folsom Plan Area.

As noted above, the applicant is requesting approval of multiple entitlements to allow for development of the proposed apartment community. The first entitlement is a request for approval of Design Review to ensure compliance with existing development standards, review the project site design, and evaluate the architectural design of the multi-family apartment buildings and clubhouse. The second entitlement is a request for approval of a Minor Administrative Modification (MAM) to refine the shared open space and property boundary with the intention of meeting required roadway design standards, maximizing development efficiencies, preserving natural resources, and accommodating a Class I trail. The third entitlement is a request for approval of a Minor Administrative Modification (MAM) for the transfer of development rights to move 35 allocated dwelling units from another parcel within the Folsom Plan Area to the project site to accommodate the number of residential units associated with the proposed project.

The proposed Mangini Ranch Lot 16 Apartments project, which includes development of 13 three-story apartment buildings and a two-story clubhouse building, is comprised of 278 market rate apartment units within a non-gated community. The three-story apartment buildings include a total of 104 one-bedroom units (785 to 879 square feet), 122 two-bedroom units (1,039 to 1,280 square feet), and 52 three-bedroom units (1,440 square feet). All apartment units are proposed to be accessible from outside entries and include a full kitchen, living space, storage closets, bedrooms, bathrooms, and an outdoor patio/balcony. The two-story clubhouse building features a fitness center, a fitness deck, a clubroom, study pods, a conference room, leasing offices, a leasing lounge, and restroom facilities. Outdoor amenities associated with the clubhouse building include a lap pool, a wading pool, a spa, and lounge areas. Other outdoor amenities distributed throughout the project site include barbeques, picnic tables, benches, seating areas, and dog stations.

In relation to site design, the 13 rectangular apartment buildings are distributed evenly throughout the project site, with the clubhouse building being positioned in the northwest corner of the property. Open space is at a premium, so common landscaped amenity areas and courtyards are strategically placed throughout the project site. With respect to architectural style, the proposed project features a contemporary farmhouse design intended to compliment the nearby residential neighborhoods and respect the ranching

history of land in the Folsom Plan Area. Proposed building materials include stucco walls, vertical wood siding, wood shutters, wood pot shelves, wood gables, wood trellises, iron railing, metal awnings, and concrete roof tiles. The two color palettes proposed for the apartment buildings feature a rustic range of colors including bright modern whites, warm greys, soft muted blues, and deep red accents.

Primary access to the project site is proposed to be provided by a new residential street (Street "A") that will connect to the East Bidwell Street to the west, with secondary access provided by a new residential street (Street "A") that will connect to Hummingbird Circle to the north. Two project driveways, both of which are located on the north side of Street "A", are proposed to facilitate access into and out of the project site with all turning movements being permitted. Proposed internal vehicle circulation consists of a 27-foot-wide drive aisle that provides access to the apartment buildings and connects to both project driveways.

Pedestrian circulation is provided by a new public sidewalk located on the south side of Street "A", a multi-purpose Class I trail located on the north side of Street "A", and internal interconnected pedestrian sidewalks and walkways. Two pedestrian crossings are proposed to provide access from the project site to the Class I trail located across Street "A" to the north. Pedestrian connections are also proposed to provide access from the project site to the future Class I trail to be located along the north side of the future Capital SouthEast Connector to the south and to the undeveloped commercial property to the west. Additional site improvements include: 591 parking spaces (includes combination of garage and uncovered spaces), bicycle parking spaces, electric vehicle charging stations, underground utilities, trash and recycling enclosures, site lighting, site landscaping, retaining walls, sound walls, fencing, and a project identification sign. The proposed site plan is shown in Figure 2 on the following page.



FIGURE 2: PROPOSED SITE PLAN



## **ATTACHMENT 3 ANALYSIS**

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

- A. General Plan and Specific Plan Consistency
- B. Design Review
  - Development Standards
  - Building Architecture and Design
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Sound Walls/Fencing/Retaining Walls
- G. Site Lighting
- H. Trash/Recycling
- I. Existing and Proposed Landscaping
- J. Open Space and Trails
- K. Frontage Improvements
- L. Off-Site Improvements
- M. Lot-Line Adjustment
- N. Minor Administrative Modifications
- O. Conformance with Relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

### **A. General Plan and Specific Plan Consistency**

The 9.3-acre project site has a General Plan land use designation of MHD (Multi-Family High Density) and a Specific Plan land use designation of SP-MHD-PD (Specific Plan-Multi-Family High Density-Planned Development Permit District). The project is consistent with both the General Plan land use designation and the Specific Plan land use designation, as multi-family apartments are identified as a permitted land use within the Folsom Plan Area Specific Plan (FPASP, Table A.1). The density of the proposed project is 29.9 dwelling units per acre, which is also consistent with the allowable density range (20-30 dwelling units per acre) established by the General Plan (Table LU-1: Residential Designations). In addition, the proposed project meets the development requirements established by the Folsom Plan Area Specific Plan (Table A.5) with respect



to lot area, building height, building setbacks, and parking. Development standards for the proposed project are discussed later within the Design Review section of this staff report.

## **B. Design Review**

The purpose of the Design Review process is to ensure compliance with the established development standards for multi-family high density development, review the project site design, and evaluate the architectural design of the multi-family apartment buildings and clubhouse.

### Development Standards

The applicant's intent with the subject application is to create a set of development standards that will comply with the development standards established within the Folsom Plan Area Specific Plan for multi-family zoned residential (SP-MHD-PD) properties. The table below outlines the existing and proposed development standards for the Mangini Ranch Lot 16 Apartments project:

TABLE 1: DEVELOPMENT STANDARDS TABLE

<b>Development Standards Table Mangini Ranch Lot 16 Apartments</b>						
	<b>Lot Area</b>	<b>Lot Width</b>	<b>Front Yard Setback</b>	<b>Rear Yard Setback</b>	<b>Side Yard Setbacks</b>	<b>Building Height</b>
<b>SP-MHD-PD</b>	0.5-acres minimum	NA	10 feet minimum	15 feet minimum	10 feet minimum	50 feet maximum
<b>Proposed Project</b>	9.3-acres	NA	12 feet plus	15 feet plus	10 feet plus	40 feet

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the SP-MHD-PD (Multi-Family High Density) zoning district within the Folsom Plan Area Specific Plan. Parking is discussed later within the Parking section of this staff report.

### Building Architecture and Design

As detailed in the Project Description section of this report, the proposed project includes development of 13 three-story apartment buildings which are evenly distributed throughout the project site to create an integrated and walkable community. In addition, the proposed project includes a two-story clubhouse building located in the northwest corner of the project site. The design concept for the apartment buildings and clubhouse features a modern farmhouse style with rustic architectural features intermixed with more contemporary details. Proposed building materials include stucco walls, vertical wood siding, wood shutters, wood pot shelves, wood gables, wood trellises, iron railing, metal awnings, and concrete roof tiles. Two color schemes are proposed for the apartment

buildings and feature a range of rustic colors including bright modern whites, warm greys, soft muted blues, and deep red accents. Proposed elevations and renderings of the apartment buildings and clubhouse are shown on the following pages.

FIGURE 3: APARTMENT BUILDING “A” ELEVATIONS



FIGURE 4: APARTMENT BUILDING “A” ALTERNATIVE ELEVATIONS



FIGURE 5: APARTMENT BUILDING “B” ELEVATIONS





FIGURE 6: RENDERINGS OF APARTMENT BUILDING A



FIGURE 7: RENDERINGS OF APARTMENT BUILDING B





FIGURE 8: RENDERINGS OF CLUBHOUSE BUILDING



The proposed project is subject to the Multi-Family Design Guidelines established within the Folsom Ranch Central District Design Guidelines (Attachment 23). The purpose of the Design Guidelines is to establish parameters which apply to all multi-family land use categories in the Folsom Plan Area. The Design Guidelines are also intended to encourage creativity in finding solutions to specific design opportunities. The following are general design principles identified by the Design Guidelines to ensure a high-quality and aesthetically cohesive environment in the Folsom Plan Area:

- Designs incorporating building types, orientation with site improvements, and circulation in a manner to cohesively blend into the existing and planned surroundings.
- Designs highlighting community features for enhanced appearance, safety, convenience, and social interaction through circulation connectivity and siting of open space.
- Designs supporting high-quality of life with appropriate useable private and common areas.
- Designs embodying high-quality design elements and project identity through variation in massing, articulation, heights, materials, styles, and creativity.

In addition to the Folsom Plan Area Specific Plan Multi-Family Design Guidelines, the proposed project is subject to the City's Design Guidelines for Multi-Family Development. The Design Guidelines for Multi-Family Development recommend that multi-family projects be designed in a manner that compliments the surrounding community. The following are some of the specific design recommendations suggested by the Design Guidelines:

- Variety and distinctness in design are desirable.
- Expanses of uninterrupted wall area, unbroken roof forms, and box-like structures shall be prohibited. Balconies, porches, bay windows, chimneys, and other design elements with projections and varied setbacks shall be used to break up the physical characteristics of structures.
- Separations and changes in the height of roof planes shall be used to visually separate the units. Articulation such as roof dormers, hips, gables, balconies, wall projections, and porches shall be used to break up the visual massing of building facades.
- The use of a variety and combination of building materials is encouraged. Building materials selected for multi-family projects shall be very durable and require low maintenance including, but not limited to, stucco, stone, and brick. Building materials shall integrate quality design elements consistent with the design of the development and the surrounding neighborhood.



- Predominant roof materials shall be of high quality, durable material such as, but not limited to, clay or concrete roof tiles and asphalt shingles.
- Exterior building colors shall be compatible with the surrounding neighborhood setting and shall not be out of character or in visual competition with the existing surrounding design elements.
- All accessory structures, including carports, garages, and solid waste enclosures, shall be designed with materials and in a manner consistent with the architectural design characteristics of the development.

As illustrated on the building elevations and color renderings (Attachment 13), the proposed apartment buildings and clubhouse incorporate many of the key design features recommended by the Folsom Plan Area Specific Plan Multi-Family Design Guidelines and the Design Guidelines for Multi-Family Development including the significant use of gabled roof forms to create architectural interest, use of varied building shapes and forms to create visual relief, and the inclusion of unique design details to reinforce the modern farmhouse design theme.

As shown on the color and materials board (Attachment 14), the proposed project utilizes a variety of natural building materials to enhance the appearance of the apartment buildings and clubhouse. In terms of building materials, traditional stucco is intermixed with vertical wood siding. Wood trim, wood shutters, wood gable accents, wood potshelves and wood trellises are combined with metal railing and metal awnings to reinforce the rustic and modern farmhouse design concept for the apartment buildings and clubhouse. With respect to building colors, the proposed project utilizes a variety of colors to accentuate the modern farmhouse design theme including bright modern whites, warm greys, soft muted blues, and deep red accents.

Based on the aforementioned analysis, staff has determined that the proposed project represents a high-quality design that is consistent with the design recommendations of the Folsom Plan Area Specific Plan Multi-Family Design Guidelines and the Design Guidelines for Multi-Family Development. As a result, staff recommends approval of the applicant's design with the following conditions:

1. This approval is for 13 three-story apartment buildings and a two-story clubhouse building associated with the Mangini Ranch Lot 16 Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated February 19, 2021.
2. The design, materials, and colors of the proposed Mangini Ranch Lot 16 Apartments apartment buildings and clubhouse shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. 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 two driveway entrances on Street "A" to the satisfaction of the Community Development Department.
4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.

These recommendations are included in the conditions of approval (Condition No. 37) presented for consideration by the Planning Commission.

#### Signage

The proposed project includes a single freestanding monument sign which is located within a landscaped area at the westernmost project entrance on Street "A". Specific details regarding the height, size, and design of the proposed monument sign have not been provided by the applicant at this time. Staff recommends that the final location, height, size, and design of the future monument sign be subject to review and approval by the Community Development Department to ensure consistency with the requirements of the Folsom Municipal Code (FMC, Section 17.59.040 D). In addition, staff recommends that the owner/applicant obtain a sign permit prior to installation of the monument sign. Condition No. 39 is included to reflect this requirement.

### **C. Traffic/Access/Circulation**

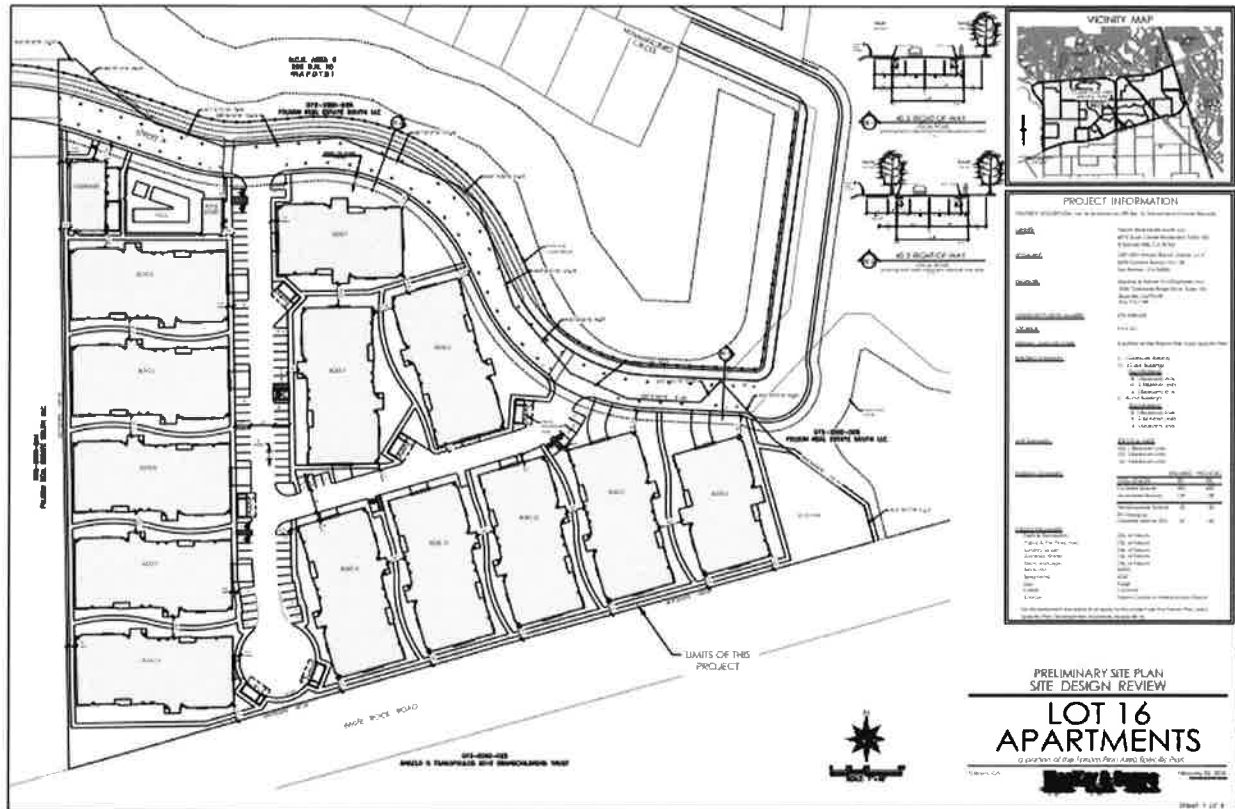
#### Project Access and On-Site Circulation

As shown on the submitted Site Plan (Attachment 6) and Off-Site Improvement Plan (Attachment 9), primary access to the project site is proposed to be provided by a new residential street (Street "A") that will connect to East Bidwell Street to the west, with secondary access provided by the same new residential street (Street "A") that will connect to Hummingbird Circle to the north. Two project driveways, both of which are located on the south side of Street "A", are proposed to facilitate access into and out of the project site with all turning movements being permitted. Proposed internal vehicle circulation consists of a 27-foot-wide drive aisle that provides access to the apartment buildings and connects to both project driveways.

Pedestrian circulation is provided by a new public sidewalk located on the south side of Street "A", a multi-purpose Class I trail located on the north side of Street "A", and internal interconnected pedestrian sidewalks and walkways. Two pedestrian crossings are proposed to provide access from the project site to the Class I trail located across Street

"A" to the north. Pedestrian connections are also proposed to provide access from the project site to the future Class I trail to be located along the future Capital SouthEast Connector to the south and to the undeveloped commercial property to the west. A Vehicle Access and Circulation Exhibit and Pedestrian Circulation Exhibit associated with the proposed project are shown in Figures 9 and 10 on the following pages.

FIGURE 9: VEHICLE ACCESS AND CIRCULATION EXHIBIT



## FIGURE 10: PEDESTRIAN CIRCULATION EXHIBIT



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

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are 55 traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Lot 16 Apartments project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50,

participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch Lot 16 Apartments project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 48).

On April 20, 2021, Kimley Horn completed an Access and Circulation Study (Study)(Attachment 21) to evaluate access and circulation-related impacts associated with the proposed apartment project and another proposed apartment project (Mangini Ranch Lot 14 Bungalows) located directly to the east of the subject property. The Study was based in part on a Traffic Impact Analysis (November 30, 2019) that was prepared for the Toll Brothers at Folsom Ranch Subdivision project which is located approximately 0.2 miles to the west of the project site across East Bidwell Street. In particular, the Study includes assumptions from the Toll Brothers Analysis with respect to the ultimate design of the East Bidwell Street Corridor, the design of the intersection of East Bidwell Street with Regency Parkway/Street "A", East Bidwell Street access, and expected land uses in the project vicinity. It is important to note that the Toll Brothers Analysis indicated that the Toll Brothers at Folsom Ranch Subdivision project by itself did not trigger the need for traffic signal control at the intersection of East Bidwell Street and Regency Parkway/Street "A". However, the Toll Brothers Analysis concluded that under cumulative conditions with the addition of other projects a traffic signal would be required at the intersection of East Bidwell Street and Regency Parkway/Street "A".

The Access and Circulation Study also made a number of assumptions regarding project access conditions and the assignment of vehicle trips. In the near term, the Study assumed that access to the project site would be provided from the west by East Bidwell Street via Street "A" (traffic signal control) and from the north by Mangini Parkway via Hummingbird Circle (full access with side street stop sign control). The Study also determined that it was necessary to approximate peak-hour turning movements associated with the proposed project with the result being 84% of the inbound/outbound trips would be coming from destinations north of the project site primarily by way of East Bidwell Street and 16% of the inbound/outbound trips would be coming from destinations south of the project site. Of those inbound/outbound trips from destinations north of the project site, 20% would utilize local streets (Hummingbird Circle, Sparrow Way, etc.) to connect to Mangini Parkway and other points north.

The proposed Mangini Ranch Lot 16 Apartments project and the future Mangini Ranch Lot 14 Bungalows project are expected to generate a total of 111 PM peak hour inbound trips and a 119 PM peak hour outbound trips. While the total number of vehicle trips associated with the proposed project is relatively low, the Study determined that the proposed project triggers the peak-hour signal warrant (more than 100 peak hour egress trips on Street "A") and the signalization of the intersection of East Bidwell Street and Regency Parkway/Street "A" is required. The study also notes that the East Bidwell Street intersection with Regency Parkway/Street "A" is currently being constructed to its ultimate width/geometry (by Toll Brothers). The Study recommends that this construction should include dual southbound left-turn lanes (250-foot pockets plus 120-foot taper) on East

Bidwell Street at Regency Parkway/Street "A" consistent with the recommendations of the Toll Brothers Study.

As mentioned previously, access to the project site will be provided by a new roadway (Street "A") that connects to East Bidwell Street to the west and Hummingbird Circle to the north. Based on concerns raised recently by residents of the neighborhood to the north regarding potential cut-through traffic, the Study evaluated roadway linkages and circulation patterns. As mentioned previously, 84% of vehicles trips would be to/from destinations north of the project site (primarily by way of East Bidwell Street), with 20% of those trips utilizing local streets to access Mangini Parkway to the north. The Study determined that due to the circuitous route required to travel from the project site to Mangini Parkway to the north, it is highly unlikely that cut-through traffic would utilize this route. In addition, the Street "A" geometry (90-degree turns), multiple pedestrian crossings, and on-street parking all combine to create a slow and more localized travel environment, which would discourage cut-through traffic. While the Study concluded that cut-through traffic is not expected to be a significant issue, the City at a future date could consider the installation of unwarranted stop control, speed enforcement, and/or radar feedback sign assemblies to deter this behavior.

The Study also analyzed site access and circulation to ensure that the two proposed project driveways located on the north side of Street "A" were adequately spaced and did not result in any sight triangle obstructions for drivers entering and exiting the project site. The Study determined that the two project driveways are spaced (approximately 480 feet) sufficiently apart to meet the City's minimum driveway spacing requirement of 400 feet. In addition, the Study determined that the driveway locations, driveway designs, and internal drive aisles are appropriately designed to accommodate internal circulation and provide for safe and efficient emergency, delivery, and refuse vehicle access. However, based on the proposed design of Street "A" (moderate amount of curvature), the Study recommended that adequate sight distance (250 feet) be maintained for each of the respective project driveways. To achieve adequate sight distance for the two project driveways, the Study recommends that the two proposed pedestrian crosswalks on Street "A" be relocated from the west side of the project driveways to the east side of the project driveways. In addition, the Study recommends that the two crosswalks provide advance warning signage, enhanced pavement markings, avoid conflicts with on-street parking, and maintain adequate stopping sight distance.

To implement the findings and recommendations contained within the Access and Circulation Study, staff recommends that the following measures be implemented as conditions of approval for the project (Condition No. 35):

- The owner/applicant shall be required to construct Street "A" from the intersection of East Bidwell Street and "Regency Parkway/Street "A" east to the intersection of Hummingbird Circle and Cormorant Drive consistent with the street sections (W-1 and W-2) shown on the submitted Site Plan and submitted Off-Site Improvement Plan to the satisfaction of the Community Development Department.

- The owner/applicant shall signalize the intersection of East Bidwell Street and Regency Parkway/Street "A" to the satisfaction of the Community Development Department. The construction of the intersection of East Bidwell Street and Regency Parkway/Street "A" shall include dual southbound left-turns (250-foot pockets plus 120-foot taper) on East Bidwell Street to the satisfaction of the Community Development Department.
- The two proposed crosswalks located on Street "A" shall be relocated from the west side to the east side of the respective driveways to the satisfaction of the Community Development Department. In addition, appropriate sight distance triangles shall be provided at the two crosswalk locations on Street "A" to the satisfaction of the Community Development Department. The owner/applicant shall also install enhanced pavement markings and advance warning signing at each of the crosswalks located on Street "A" in a manner consistent with the current addition of the California Manual on Traffic Control Devices (CMUTCD) to the satisfaction of the Community Development Department.
- "Stop" signs and appropriate pavement markings shall be installed at the internal northbound approaches to the two project driveways located on Street "A" to the satisfaction of the Community Development Department.

#### **D. Parking**

As noted in the Project Description, the proposed project includes a total of 278 apartment units including 104 one-bedroom units, 122 two-bedroom units, and 52 three-bedroom units. The Folsom Plan Area Specific Plan (Table A.14) requires that apartment developments located within a Multi-Family High Density (MHD) designated area provide one parking space for each one-bedroom unit, two parking spaces for each two or three-bedroom unit, and 0.5 guest parking spaces for each apartment unit. As shown and described on the submitted site plan, the proposed project includes a total of 591 parking spaces including 452 covered garage parking spaces and 139 uncovered parking spaces. Staff has determined that the proposed project meets the parking requirements prescribed by the Folsom Plan Area Specific Plan by providing 591 parking spaces whereas a minimum of 591 parking spaces are required.

The Folsom Plan Area Specific Plan (Table A.14) requires that apartment developments located within a Multi-Family High Density (MHD) designated area provide one bicycle parking space for each apartment unit that does not have a garage. In this case, each of the apartment units has at least one assigned parking space within one of the garages located underneath their respective apartment buildings. As a result, no bicycle parking spaces are required. However, the applicant is proposing to provide a bicycle storage room within each of the 13 apartment buildings that will accommodate a total of 520 bicycles (40 bicycles within each storage room). In addition, the applicant is proposing to provide 12 bicycle parking spaces outside of the clubhouse building. Staff has



determined that the proposed project provides sufficient bicycle parking to serve residents and guests.

### **E. Noise Impacts**

Based on the proximity of the project site to White Rock Road, East Bidwell Street, and Mangini Parkway, acoustical measurements and modeling were prepared by Bollard Acoustical Consultants (April 23, 2021) to analyze potential noise impacts at the proposed Mangini Ranch Lot 16 Apartments project site. The purpose of the Noise Analysis was to quantify existing noise levels associated with traffic on the aforementioned roadways and to compare those noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at the project site. In addition, noise generated by the proposed project including construction activities, on-site parking/circulation, and mechanical equipment noise, was also evaluated in the Noise Analysis.

Two aspects of noise impacts were evaluated relative to the proposed apartment community, noise directed at the proposed project, and noise caused by the proposed project. As noted previously, the predominant existing noise sources in the project vicinity that cause an impact to the project site are from vehicles traveling on White Rock Road, and to a lesser extent East Bidwell Street and Mangini Parkway, as well as background noises from existing and future adjacent nearby residential and commercial land uses. Potential noise impacts that might result from development of the Mangini Ranch Lot 16 Apartments project are construction-related activities and operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the project.

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 65 CNEL for outdoor use areas and 45 CNEL for interior use areas. The Noise Analysis determined that exterior noise levels at the outdoor use areas (clubhouse outdoor amenity area) on the project site would be 48 CNEL, which complies with the City's 65 CNEL outdoor use area noise standard. The Noise Analysis also determined that the interior noise levels on the project site would range from 64 CNEL to 74 CNEL (assumes construction of 8-foot-tall noise barrier along southern property boundary adjacent to White Rock Road), which does not comply with the City's 45 CNEL interior noise level standard. The Study notes that standard residential construction typically results in an interior noise reduction of 25 CNEL. To further reduce the interior noise levels within the apartment buildings to an acceptable level, the Noise Analysis recommends inclusion of the following measures (Condition No. 40):

- Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.



- All second- and third-floor windows of the lots located adjacent to White Rock Road from which the roadway is visible shall have a minimum STC rating of 32. Figure 2 of the Noise Analysis shows the specific areas where upper-floor upgrades are required.

Construction of the Mangini Ranch Lot 16 Apartments project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 16 to 20 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. 41 is included to reflect these requirements.

Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicle parking, and mechanical equipment associated with the apartment community. Persons and activities potentially sensitive to noise in the project vicinity include residents within the Mangini Ranch Phase 1 Subdivision (approximately 200 feet) across Street "A" to the north and the future residents of the Mangini Ranch Bungalows project to the east. Based on residential nature of the proposed project and the fact that the project site will be surrounded by residential development in the future, staff has determined that potential noise impacts relative to these operational noise sources will not be significant.

#### **F. Sound Walls/Fencing/Retaining Walls**

As shown on the preliminary wall and fencing exhibit (Attachment 10/Sheet 7), the proposed project includes a combination of masonry walls, tube steel fences, split-rail fences, and post and cable fences. An eight-foot-tall decorative masonry sound wall is proposed along the southern project boundary and the western project boundary for the purpose of mitigating potential impacts associated with noise generated from White Rock Road (south) and the adjacent commercial property (west) respectively. The masonry wall, which is proposed to utilize earth tone colors, will include a decorative trim cap and decorative pilasters. A six-foot-tall tube steel fence is proposed to secure the outdoor pool and amenity area at the clubhouse and also to secure an outdoor dog amenity area located in the southeast corner of the project site. Four-foot-tall split rail fence is located along a portion of the eastern project boundary. Lastly, post and cable fencing is proposed along the north side of the Class I trail. With regard to the eight-foot-tall masonry sound wall, staff recommends that decorative pilaster be placed at all corners

and also that the pilasters be placed approximately every 50 feet on center to break up the long expanse of the wall along the western and southern property boundary. In addition, staff recommends that the final location, design, height, materials, and colors of the walls and fencing be subject to review and approval by the Community Development Department. Condition No. 16 is included to reflect this requirement.

As shown on the preliminary grading and drainage plan (Attachment 8), the proposed project includes construction of off-site retaining walls (ranging from 1-10 feet in height) in the open space area to the north of the project site in order to accommodate development of a future Class 1 trail. The proposed project also includes construction of an on-site retaining wall (1-6 feet in height) along a portion of the southern project boundary. Staff recommends that the final location, design, height, materials, and colors of the retaining walls be subject to review and approval by the Community Development Department. Condition No. 17 is included to reflect this requirement.

### **G. Site Lighting**

As shown on the preliminary lighting plan (Attachment 12), the applicant is proposing to use a combination of pole-mounted parking lot lighting, building-attached lighting, and bollard lights along the walkways and landscape areas on the project site. All lighting is designed to minimize light/glare impacts to the adjacent properties by ensuring that all exterior lighting is shielded and directed downward. Staff recommends that the final exterior building and site lighting plans 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. In addition, staff recommends all lighting is designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Condition No. 23 is included to reflect these requirements.

### **H. Trash/Recycling**

The proposed project includes six trash/recycling enclosures that are distributed evenly throughout the project site. The proposed enclosures, which measure 20 feet in width by 10 feet in depth and are six-feet-tall, will be constructed of textured split-face concrete masonry units with a decorative trim cap. 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. 38 is included to reflect these requirements.

### **I. Existing and Proposed Landscaping**

The rectangular-shaped 9.3-acre project site, which features gently rolling terrain, contains a variety of native grasses and has no trees. The proposed project will include landscaping along the south side of Street "A" as well as landscaping interior to the project

site. The landscape buffer (does not include sidewalk) that is proposed along the south side of Street "A" ranges from approximately 11 feet to 50 feet in width. It is important to note that there is no minimum required landscape buffer along the south side of Street "A".

As shown on the preliminary landscape plans (Attachment 10), the applicant is proposing to install landscaping that features California-native and low water-use trees, shrubs, and groundcover selections intended to comply with the requirements of the Model Water Efficiency Landscape Ordinance (MWELO). Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are; Chinese Fringe Tree, Coast Live Oak, Flowering Crabapple, Holly Oak, Japanese Maple, Tulip Tree, and Sawleaf Zelkova. Proposed shrubs and groundcover include; African Iris, Blue Rug Juniper, Breeze Mat Rush, Cherry Laurel, Chinese Star Jasmine, Creeping Fig, Foxtail Agave, and Purple Trailing Lantana. The preliminary landscape plan meets the City shade requirement (50%) by providing 53% shade in the parking lot area within 15 years. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 32 is included to reflect this requirement.

## **J. Open Space and Trails**

As shown on the submitted Minor Administrative Modifications Exhibits (Attachment 15) the project site, which has a MHD land use designation, is located directly adjacent to the open space area (OS) to the north. As discussed later within the Minor Administrative Modifications section of this report, the applicant is proposing to refine the common boundary between the project site and the adjacent open space area. The proposed refinement to the land use boundary will not result in a change in the overall total of required Measure W open space (10.9-acres) located within the open space parcel situated to the north of the project site.

The Folsom Plan Area Specific Plan Bikeway Plan (Figure 7.32) indicates that a future Class I multi-purpose trail is planned to be located within the open space area directly to the north of the project site across Street "A". As shown on the submitted Site Plan (Attachment 6), the applicant is proposing to provide two pedestrian crosswalk connections from the project site to the future Class I multi-purpose trail located on the north side of Street "A". Staff recommends that the owner/applicant be responsible for preparation of the site work necessary for future construction of the Class I multi-purpose trail including but not limited to grading, retaining wall construction, and installation of post and cable fence. Condition No. 42 is included to reflect this requirement.

The project site is located directly adjacent to White Rock Road where the Capital SouthEast Connector roadway project is under construction. The Connector project includes the construction of a Class I multi-purpose trail on the north side of White Rock Road. Staff recommends that the owner/applicant provide a pedestrian connection from

the project site to the future Class I multi-purpose trail located on the north side of White Rock Road. Staff also recommends that the final location and design of the pedestrian connection be subject to review and approval by the Community Development Department. Condition No. 43 is included to reflect this requirement.

The project site is also located directly adjacent to a 10.5-acre commercial property located to the west. Staff recommends that the owner/applicant provide a pedestrian connection from the project site to the commercial property located to the west. Staff also recommends that the final location and design of the pedestrian connection be subject to review and approval by the Community Development Department. Condition No. 44 is included to reflect this requirement.

### **K. Frontage Improvements**

As mentioned previously within this staff report, the 9.3-acre project site is currently undeveloped and as a result does not contain any streets or frontage improvements. To provide access to the project site, the applicant will be required to construct a new local roadway (Street "A") that connects to East Bidwell Street to the west and to Hummingbird Circle to the north. The owner/applicant will also be required to install curbs, gutters, sidewalks, landscaping, and streetlights along the Street "A" street frontage (Condition No. 19). The recommended conditions of approval require the owner/applicant to submit detailed plans for all curbs, gutters, sidewalks, landscaping, and streetlights prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines.

### **L. Off-Site Improvements**

As shown on the submitted Off-Site Improvement Plan (Attachment 9), the applicant is proposing to construct a number of off-site improvements including but not limited to the construction of Street "A" from East Bidwell Street west to the project site, the construction of Street "A" from the project north to Hummingbird Circle, curbs, gutters, streetlights, underground utilities, and a hydromodification basin. The recommended conditions of approval require the owner/applicant to submit detailed plans for the aforementioned off-site improvements prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines.

### **M. Lot-Line Adjustment**

The 9.3-acre project site currently consists of a single parcel (FPASP Parcel 138/APN No. 072-3380-005). As discussed within the project description, the proposed project includes a request for approval of a Minor Administrative Modification to refine the open space and property development boundaries for the purpose of meeting roadway design standards, maximizing development efficiencies, preserving natural resources, and accommodating a Class I trail. To ensure that the property boundaries of the subject parcel and the adjacent open space parcel (APN No. 072-3380-026) located to the north

are consistent with the boundary changes associated with the proposed Minor Administrative Modification, staff recommends that the owner/applicant record a Lot-Line Adjustment prior to issuance of the first building permit for the project. Condition No. 47 is included to reflect this requirement.

#### **N. Minor Administrative Modifications**

The proposed project includes a request for approval of two Minor Administrative Modifications (MAM's). The first request is for approval of a MAM to refine the shared open space and property boundary with the intention of meeting required roadway design standards, maximizing development efficiencies, preserving natural resources, and accommodating a Class I trail. The second request is for approval of a MAM for the transfer of development rights to move 35 allocated dwelling units from another parcel (Parcel 147) within the Folsom Plan Area Specific Plan to the project site (Parcel 138) to accommodate the residential units associated with the proposed project. The exhibits shown on the following pages illustrate the proposed boundary change and the proposed transfer of development rights

FIGURE 11: MINOR ADMINISTRATIVE MODIFICATION EXHIBIT-1

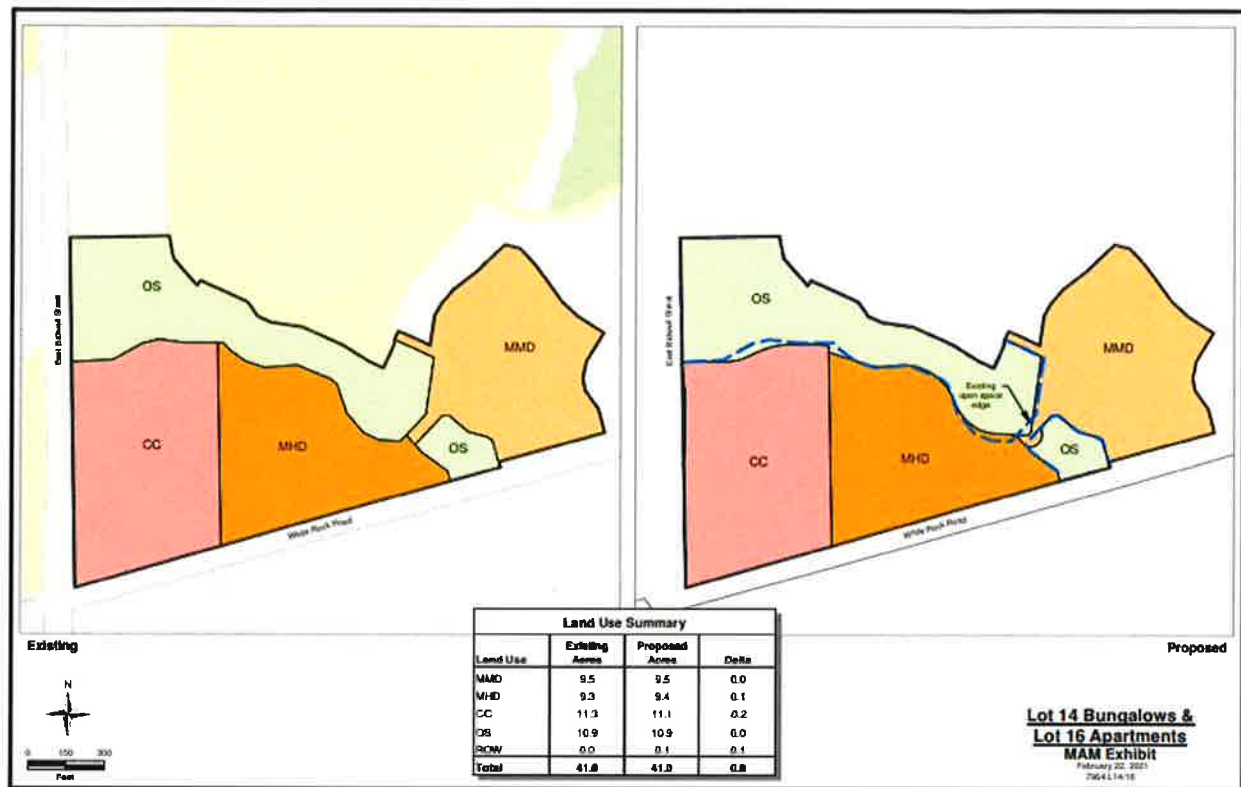
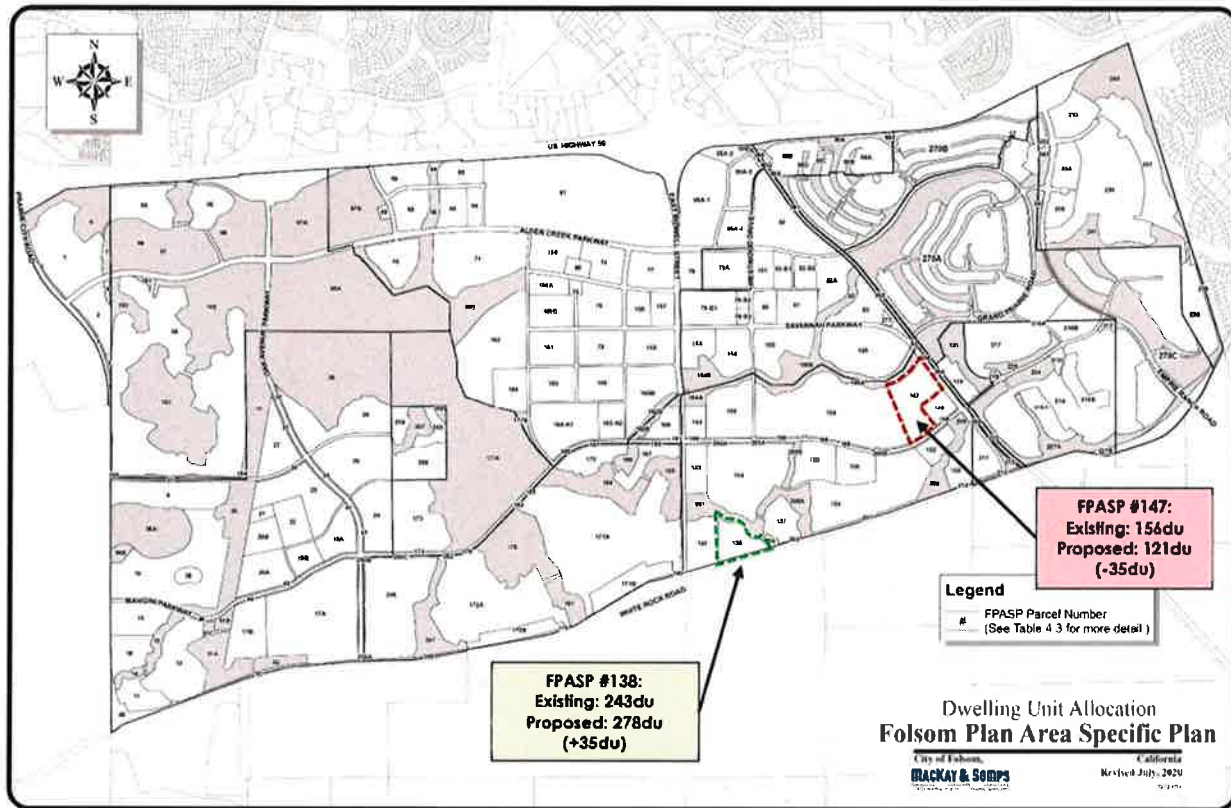


FIGURE 12: MINOR ADMINISTRATIVE MODIFICATION EXHIBIT-2



The Folsom Plan Area Specific Plan provides for Minor Administrative Modifications,

*“... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary.” [FPASP Section 13.3]*

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The general land use pattern remains consistent with the intent and spirit of the FPASP.

- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.
- Relocated park or school parcels continue to meet the standards for the type of park or school proposed.
- Relocated park or school parcels remain within walking distance of the residents they serve.

As mentioned previously, the proposed project includes a request for approval of a Minor Administrative Modification refine the shared open space and property boundary and to transfer development rights from another parcel in the Folsom Plan Area to the subject parcel. The FPASP permits flexibility in making minor adjustments to land use locations and parcel boundaries and also with regard to transferring residential unit allocations to reflect changing market demand. With respect to transferring residential unit allocations, the FPASP states that “the City shall approve residential dwelling unit allocation transfers or density adjustments between any Plan Area resident land parcel or parcels, provided the following conditions are met”:

- The transferor and transferee parcel or parcels are located in the Plan Area and are designated for residential use.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A – Development Standards.
- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS.
- The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts; unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

Based on staff’s review, the proposed reallocation of 35 residential units from another parcel within the Folsom Plan Area to the project site, meets all of the required criteria mentioned above. In addition, the proposed refinement of the northern property boundary is also consistent with the previously listed required criteria. As a result, staff is able to approve the two proposed Minor Administrative Modifications.



## **O. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Goals and Policies**

The recently approved City of Folsom 2035 General Plan outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. In addition, the Folsom Plan Area Specific Plan includes goals and policies intended to ensure successful development within the Folsom Plan Area. Staff has determined that the proposed project is consistent with both the General Plan and Specific Plan goals and policies. The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

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

#### **GP GOAL LU 1.1 (Land Use/Growth and Change)**

Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

#### **GP POLICY LU 1.1.12-1 (Infill Development)**

Respect the local context: New development should improve the character and connectivity of the neighborhood in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.

Analysis: The proposed project is consistent with this policy in that the project features significant site and design improvements which will enhance the overall character of the area including introducing new apartment units with a modern farmhouse residential design intended to compliment the design of approved and constructed residential developments in the vicinity. In addition, the proposed project is consistent with the Folsom Ranch Central District Design Guidelines.

#### **GP POLICY LU 1.1.15 (SACOG Blueprint Principles)**

Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

Analysis: The proposed project is consistent with this policy in that the project has been designed to adhere to the primary SACOG Blueprint Principles including Compact Development, Housing Choice and Diversity, Use of Existing Assets, and Quality Design. Compact Development involves creating environments that are more compactly built and use space in an efficient but attractive manner and helps to encourage more walking, biking, and transit use and shorter auto trips. Housing Choice and Diversity includes providing a variety of places where people can live (apartments, townhomes, condominiums, and single-family detached homes) and also creating opportunities for the variety of people who need them such as families, singles, seniors, and people with special needs. Use of Existing Assets entails intensification of the existing use or redevelopment in order to make better use of existing public infrastructure, including roads. Quality Design focuses on

the design details of any land development (such as relationship to the street, placement of buildings, sidewalks, street widths, landscaping, etc.), which are all factors that influence the attractiveness of living in a compact development and facilitate the ease of walking within and in and out of a community.

**GP GOAL H-2 (Removing Barriers to the Production of Housing)**

To minimize governmental constraints on the development of housing for households of all income levels.

**GP POLICY H 2.7**

The City shall educate the community on the needs, the realities, and the benefits of affordable and high-density housing.

Analysis: The proposed project is consistent with this policy in that the project will result in development of a 278-unit multi-family high density apartment community with a residential density of 29.9 units per acre. The project is also one of the first multi-family apartment community to be proposed within the Folsom Plan Area, providing a type of housing (rental apartments) that is currently underrepresented in this portion of the City.

**GP GOAL M 4.1 (Vehicle Traffic and Parking)**

Ensure a safe and efficient network of streets for car and trucks, as well as provide an adequate supply of vehicle parking.

**GP POLICY M 4.1.3 (Level of Service)**

Strive to achieve a least traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital improvement Program process for the Council to prioritize project integral to achieving Level of Service D or better.

Analysis: The proposed project is consistent with this policy in that the project will not result in a change in the level of service (LOS) at any street intersections. In addition, the project locates high-density residential units in close proximity to roadways that are sized to accommodate the trips generated by the project.

**GP GOAL M 4.2 (Vehicle Traffic and Parking)**

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

**GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)**

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

Analysis: The proposed project is consistent with this policy because ten percent of all parking spaces provided will be electric vehicle-capable and equipped with sufficient infrastructure to install electric vehicle charging facilities. In addition, three electric vehicle dual-charging stations will equip six parking spaces with electric vehicle charging facilities. The proposed electric vehicle charging stations are also consistent with the California Green Buildings Standards Code's provisions for multi-family residential development

**GP GOAL LU 6.1 (Residential Neighborhoods)**

Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

**GP POLICY LU 6.1.3 (Efficiency through Density)**

Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.

Analysis: The proposed project is consistent with this policy in that the project is providing a modern multi-family residential project developed at a residential density of 29.9 units per acre. In addition, as attached high-density housing, the project offers an alternative to traditional detached single-family residential subdivisions and meets a segment of the State-wide demand for housing. The compact form of the project also efficiently utilizes local infrastructure, roads, and services

**GP GOAL LU 9.1 (Land Use/Community Design)**

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

**GP POLICY LU 9.1.10 (Renewable and Alternative Energy Generation Systems)**

Require the use of solar, wind, and other on-site renewable energy generation systems as part of the design of new planned developments.

**Analysis:** The proposed project is consistent with this policy in that the project will participate in Sacramento Municipal Utility District's (SMUD) Neighborhood SolarShares program to provide solar energy to the project from arrays located off-site and connected to the grid. The project applicant will also enroll the common area and each residential unit in the program, with the credits from the off-site solar arrays benefiting the common area and each residential unit. In addition to participation in the SolarShares, the project will include cool paving on pedestrian paths, pedestrian crossings, and amenity areas. While not considered renewable or alternative energy generation systems, six parking spaces will be equipped with electric vehicle charging stations. Ten percent of total parking spaces in the project will have the infrastructure needed to accommodate additional charging stations. Lastly, the proposed project includes cool paving materials at the two project driveway entries, pedestrian paths, and the site amenity areas

### **Conformance with Relevant Specific Plan Goals, Objectives, and Policies**

The Folsom Plan Area Specific Plan identifies a number of goals, objectives, and policies designed to guide the physical, economic, and environmental growth of the Specific Plan Area. Staff has determined that the proposed project is consistent with the Specific Plan goals, objectives, and policies as outlined and discussed below:

#### **SP OBJECTIVE H-1 (Housing)**

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

#### **GP and SP POLICY H-1.1**

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

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

The project site has a General Plan land use designation of MHD and a Specific Plan land use designation of SP-MHD-PD. In addition, the Mangini Ranch Lot 16 Apartments project will be developed at 29.9-units per acre, which is within the allowed density range for the MHD designation. The 278 proposed high-density multi-family units will also contribute to the inventory of housing that meets the City's obligations under the Regional Housing Needs Allocation (RHNA).

#### SP POLICY 4.3

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

Analysis: The project site is located immediately south of an open space corridor (Parcel SP-052). A Class I multi-purpose trail is planned on the south side of the open space corridor, just north of Street "A". The project includes two pedestrian crossings of Street "A" to connect the project to the Class I trail adjacent to the open space corridor.

#### SP POLICY 4.5

All multi-family high-density residential sites shall provide on-site recreation amenities for its residents, unless directly adjacent to a park site.

Analysis: The proposed project is consistent with this policy because it provides on-site recreation amenities for residents including a 6,500 square foot clubhouse which will include a fitness center, office space, conference room, study pods, lounge, game room, patio space, and restrooms. The clubhouse will open to an outdoor patio area with an outdoor lounge area and a swimming pool. Pedestrian paths throughout the site will link to Street "A" north to the Class I trail and open space corridor. The pedestrian pathway network provides passive recreation opportunities and features courtyards, benches, and outdoor seating. In the southeast portion of the site, a well-landscaped amenity area includes a dog park, dog washing area, shade structures, outdoor seating, and barbeque area.

#### SP POLICY 4.6

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

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addendums analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents.

While the proposed project will result in an increase in the number of dwelling units that were anticipated to be constructed on the project site (increase from 243 to 278 dwelling units), this is offset by the reallocation of dwelling units to another parcel within the Folsom Plan Area as described in the Minor Administrative Modifications section of this staff report. The reallocation of units among these two

parcels will not exceed the allowable density for the parcels. In addition, the proposed project does not result in any change in total dwelling units (11,461 dwelling units) in the FPASP.

### **SP OBJECTIVE 7.1 (Circulation)**

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

### **SP POLICY 7.1**

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

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Mangini Ranch Lot 16 Apartments project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal drive aisles organized in a pattern consistent with the approved FPASP circulation plan.

## **ENVIRONMENTAL REVIEW**

The California Environmental Quality Act (CEQA) provides that residential projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182(c) provides specific criteria to determine whether this exemption applies:

*(c) Residential Projects Implementing Specific Plans.*

*(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the*

*requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. [CEQA Guidelines section 15182]*

The applicant has prepared an analysis (included as Attachment 18 to this staff report), which determined that the Mangini Ranch Lot 16 Apartments project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan. An analysis of the project's consistency with the Folsom Plan Area Specific Plan has been provided by the applicant and is included as Attachment 19 to this staff report.

The applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial performance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 18 to this staff report).

The City has reviewed the applicant's analysis and concurs that the project is exempt from additional environmental review as provided in CEQA Guidelines 15182(c).

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

Staff recommends approval of this project, subject to the Findings below and the conditions of approval attached to this report.

- Approve the CEQA Exemption for the proposed project pursuant to Government Code Section 65457 and CEQA Guidelines section 15182(c), and
- Approve Design Review of the applicant's site development and architectural design details for the proposed 278-unit residential apartment community, and
- Approve a Minor Administrative Modification for refinement of the open space and property development boundaries for the purpose of meeting roadway design standards, maximizing development efficiencies, preserving natural resources, and accommodating a Class I trail per Attachment 15, and
- Approve a Minor Administrative Modification to transfer 35 allocated dwelling units from another parcel within the Folsom Plan Area Specific Plan to the Mangini Ranch Lot 16 Apartments project site per Attachment 15.



These approvals are subject to the proposed findings below (Findings A-J) and the recommended conditions of approval (Conditions 1-48) attached to this report.

### **GENERAL FINDINGS**

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

### **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE MANGINI RANCH LOT 16 APARTMENTS PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH LOT 16 APARTMENTS PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH LOT 16 APARTMENTS PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. THE CITY HAS DETERMINED THAT NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THE CITY HAS DETERMINED THAT THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

### **DESIGN REVIEW FINDINGS**

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

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

## **Attachment 4**

### **Conditions of Approval**

<b>CONDITIONS OF APPROVAL FOR THE MANGINI RANCH LOT 16 APARTMENTS PROJECT (PN 20-263) EAST OF THE INTERSECTION OF EAST BIDWELL STREET AND WHITE ROCK ROAD DESIGN REVIEW AND MINOR ADMINISTRATIVE MODIFICATIONS</b>				
<b>Condition No.</b>	<b>Mitigation Measure</b>	<b>Condition of Approval</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p>The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> <li>1. Preliminary Site Plan, dated February 22, 2021</li> <li>2. Preliminary Utility Plan, dated February 22, 2021</li> <li>3. Preliminary Grading and Drainage Plan, dated February 22, 2021</li> <li>4. Preliminary Off-Site Improvement Plan, dated February 22, 2021</li> <li>5. Preliminary Landscape Plan and Details, dated February, 2021</li> <li>6. Preliminary Access and Circulation Plan, dated February 22, 2021</li> <li>7. Preliminary Lighting Plan and Details, dated February 12, 2021</li> <li>8. Building Elevations, Renderings, and Floor Plans, dated February 19, 2021</li> <li>9. Color and Materials Board</li> <li>10. Access and Circulation Analysis, dated April 20, 2021</li> <li>11. Environmental Noise Analysis, dated April 23, 2021</li> <li>12. Environmental Checklist and Addendum for the Mangini Ranch Lot 16 Apartments Project</li> <li>13. Mitigation Monitoring and Reporting Program for Mangini Ranch Lot 16 Apartments Project</li> </ol> <p>The Design Review Application and Minor Administrative Modifications are approved for the development and operation of a 278-unit multi-family residential project (Mangini Ranch Lot 16 Apartments). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, B	CD (P)(E)
2.		<p>Building plans, and all civil engineering, improvement, landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, B	CD (P)(E)(B)

3.		The project approval granted under this staff report (Design Review) shall remain in effect for two years from final date of approval (May 5, 2023). 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. The Minor Administrative Modifications (MAM's) do not have an expiration date.	B	CD (P)
4.		<p>The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.		The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.	B	CD (E)

6.	✓	The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)
7.		The owner/applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. In the event that the City amends its Inclusionary Housing Ordinance (IHO) with respect to inclusionary requirements for rental housing units prior to owner/applicant's submittal of a complete application for a building permit for the Mangini Ranch Lot 16 Apartments Project, the owner/applicant (or successor in interest) shall be subject to said rental unit inclusionary requirements, as amended.	B	CD (P)
<b>POLICE/SECURITY REQUIREMENT</b>				
8.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <li>• A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
9.		The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.	B	CD (P)(E)
10.		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)

11.		<p>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees established at the time of approval consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at the time of approval at the rates in effect when a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval, or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
12.		<p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)
13.		<p>If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, B	CD (P)(E)



GRADING PERMIT REQUIREMENTS				
14.		The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)
15.		The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)
16.		The final location, design, height, materials, and colors of the sound walls and fencing shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. In addition, decorative pilaster shall be placed at all corners and shall also be placed approximately every 50 feet on center to break up the long expanse of the wall along the western and southern property boundary.	G, I, B	CD (P)(E), FD
17.		The final location, design, height, materials, and colors of the retaining walls be subject to review and approval by the Community Development Department.	G, I, B	CD (P)(E), FD
IMPROVEMENT PLAN REQUIREMENTS				
18.		The improvement plans for the required public and private improvements necessary to serve the project shall be reviewed and approved by the Community Development Department prior to approval of a building permit for the project.	B	CD (E)
19.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I	CD (P)(E)
20.		The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <i>Standard Construction Specifications</i> .	I	CD (E)
21.		The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD (E)

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

26.		All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	I	CD (E)
27.		The owner/applicant shall pay for, furnish, and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter for the project.	I	CD (E), EWR
28.		<p>The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p>	G, I	CD (E)
29.		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 official start of the rainy season (October 15).	OG	CD (E)
30.		The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public right of way may be reduced with prior approval from public utility companies.	I	CD (E)

31.	<p>The owner/applicant shall disclose to the renters in the rental lease agreement the following items:</p> <ol style="list-style-type: none"> <li>1) Future public parks and public schools are located in relatively close proximity to the proposed project site, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</li> <li>2) The project site is located directly adjacent to White Rock Road where the Capital SouthEast Connector roadway project is under construction. The owner/applicant shall disclose that the Capital SouthEast Connector roadway may generate noise and lighting impacts associated with motor vehicle traffic during all hours of the day.</li> <li>3) The soil at the project site may contain naturally occurring asbestos and naturally occurring arsenic.</li> <li>4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>5) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</li> </ol> <p>That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising the owner/applicant and renters of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>	O	CD (P) PK
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**FIRE DEPT REQUIREMENTS**

32.		<p>The owner/applicant comply with the following Fire Department requirements:</p> <ul style="list-style-type: none"> <li>• The apartment building(s)/clubhouse shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</li> <li>• 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.</li> <li>• All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior.</li> <li>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on site. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30.</li> </ul>	G, I, B	CD (P), FD
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LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
33.		<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscape shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Mangini Ranch Lot 16 Apartments project.</p>	B	CD (P)(E)
34.		<p>The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	B, OG	CD (P)(E)

TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
35.		<p>Based on the recommendations of the Access and Circulation Analysis dated April 20, 2021 (Attachment 21), and to ensure safe travel within the project site, the following conditions of approval shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall be required to construct Street “A” from the intersection of East Bidwell Street and “Regency Parkway/Street “A” east to the intersection of Hummingbird Circle and Cormorant Drive consistent with the street sections (W-1 and W-2) shown on the submitted Site Plan and submitted Off-Site Improvement Plan to the satisfaction of the Community Development Department.</li> <li>• The owner/applicant shall signalize the intersection of East Bidwell Street and Regency Parkway/Street “A” to the satisfaction of the Community Development Department. The construction of the intersection of East Bidwell Street and Regency Parkway/Street “A” shall include dual southbound left-turns (250-foot pockets plus 120-foot taper) on East Bidwell Street to the satisfaction of the Community Development Department.</li> <li>• The two proposed crosswalks located on Street “A” shall be relocated from the west side to the east side of the respective driveways to the satisfaction of the Community Development Department. In addition, appropriate sight distance triangles shall be provided at the two crosswalk locations on Street “A” to the satisfaction of the Community Development Department. The owner/applicant shall also install enhanced pavement markings and advance warning signing at each of the crosswalks located on Street “A” in a manner consistent with the current addition of the California Manual on Traffic Control Devices (CMUTCD) to the satisfaction of the Community Development Department.</li> <li>• “Stop” signs and appropriate pavement markings shall be installed at the internal northbound approaches to the two project driveways located on Street “A” to the satisfaction of the Community Development Department.</li> </ul>	B	CD (E), PW, FD
36.		A minimum of 591 on-site parking spaces shall be provided for the project.	I, O	CD (P)(E)



ARCHITECTURE/SITE DESIGN REQUIREMENTS				
37.		<p>The Mangini Ranch Lot 16 Apartments project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for 13 three-story apartment buildings and a two-story clubhouse building associated with the Mangini Ranch Lot 16 Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated February 19, 2021.</li> <li>2. The design, materials, and colors of the proposed Mangini Ranch Lot 16 Apartments apartment buildings and clubhouse shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.</li> <li>3. 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 two driveway entrances on Street "A" to the satisfaction of the Community Development Department.</li> <li>4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.</li> <li>5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.</li> </ol>	B	CD (P)(B)
38.		The final location, design, materials, and colors of the trash/recycling enclosures shall be subject to review and approval by the Community Development Department.	B	CD (P) (E)
39.		The final location, height, size, and design of the future monument sign be subject to review and approval by the Community Development Department to ensure consistency with the requirements of the <u>Folsom Municipal Code (FMC, Section 17.59.040 D)</u> . In addition, the owner/applicant shall obtain a sign permit prior to installation of the monument sign.	B	CD (P)

**NOISE REQUIREMENTS**

40.		<p>Based on the recommendations of the Environmental Noise Analysis dated April 9, 2021 (Attachment 22), the following conditions of approval shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.</li> <li>• All second- and third-floor windows of the lots located adjacent to White Rock Road from which the roadway is visible shall have a minimum STC rating of 32. Figure 2 of the Noise Analysis shows the specific areas where upper-floor upgrades are required.</li> </ul>	B	CD (P)(B)
41.		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.	B	CD (P)(B)

**PARKS AND RECREATION REQUIREMENTS**

42.		The owner/applicant shall be responsible for the site work necessary for future construction of the Class I multi-purpose trail located directly north of the project site across Street "A" including but not limited to grading, retaining wall construction, and installation of post and cable fence.	I, G	CD (P)(E), PR
43.		The owner/applicant shall provide a pedestrian connection from the project site to the future Class I multi-purpose trail located on the north side of White Rock Road. The final location and design of the pedestrian connection be subject to review and approval by the Community Development Department.	I, G	CD (P)(E), PR
44.		The owner/applicant shall provide a pedestrian connection from the project site to the commercial property located to the west. The final location and design of the pedestrian connection be subject to review and approval by the Community Development Department.	I, G	CD (P)(E), PR

MISCELLANEOUS REQUIREMENTS				
45.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , or amended from time to time.	I, B, OG	CD (P)(E)
46.		The owner/applicant shall update the Folsom Plan Area Specific Plan Document to reflect any textural and graphic changes associated with the proposed project including but not limited to the Minor Administrative Modification changes to the satisfaction of the Community Development Department. In addition, the owner/applicant shall provide the City an electronic copy of the updated FPASP Document.	B	CD (P)
47.		The owner/applicant shall complete and record a Lot-Line Lot Adjustment that modifies the common boundary between the subject parcel (APN No. 072-3380-005) and open space parcel (APN No. 072-3380-026) to the north so that the new property line matches the boundary modification proposed by the Minor Administrative Modification prior to issuance of the first building permit for the project.	B	CD (E)(P)
MITIGATION MEASURES				
48.	✓	<b><i>Mangini Ranch Lot 16 Apartments Mitigation Monitoring Reporting Program (MMRP).</i></b> The owner/applicant shall implement all of the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015). The Mitigation Monitoring and Reporting Program for the Mangini Ranch Lot 16 Apartments project is included as Attachment 20 to the staff report.	I, G, B, OG	CD (E)(P), PW, FD, EWR, PD, PR

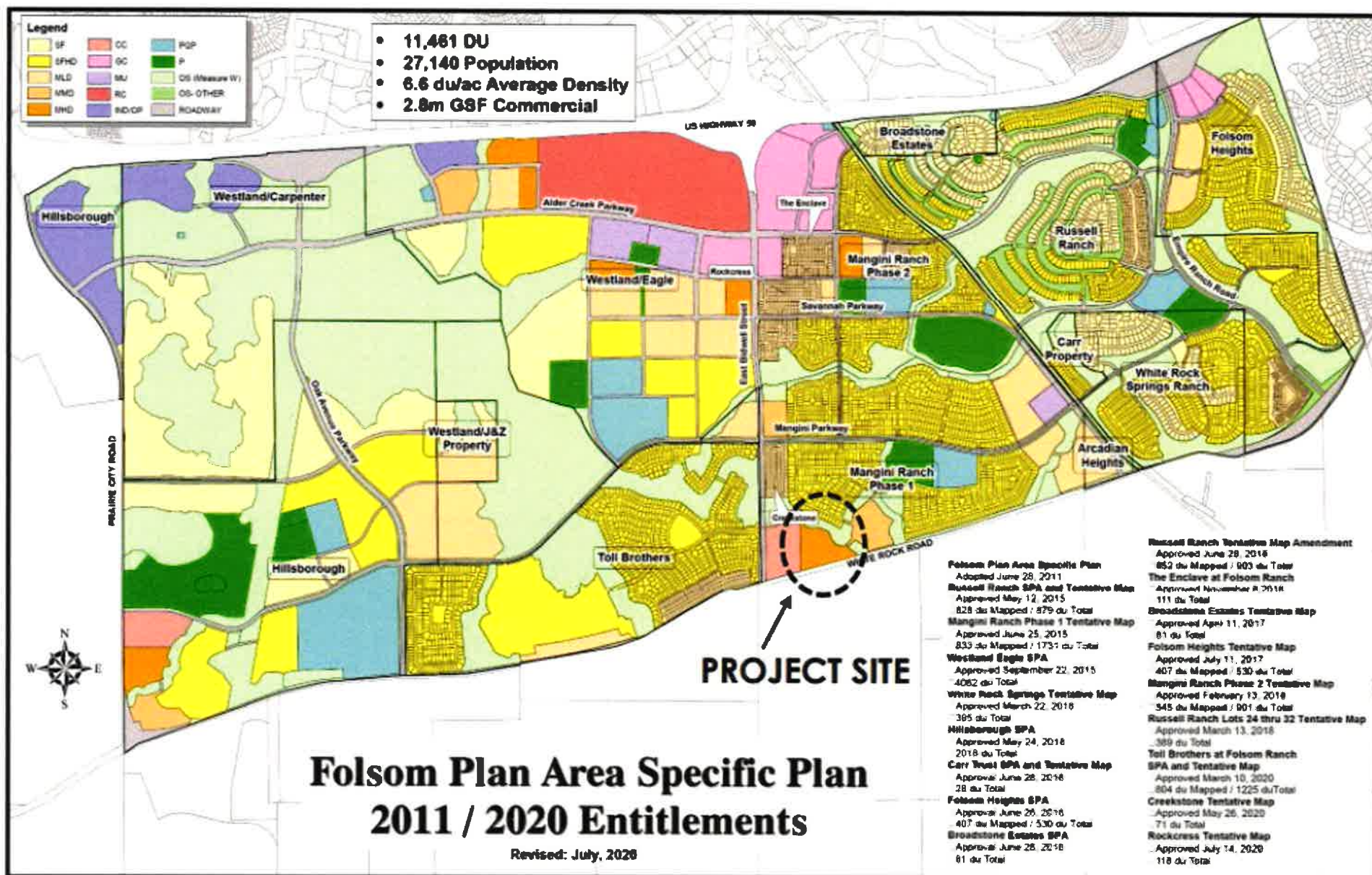
# **CONDITIONS**

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

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

## **Attachment 5**

### **Vicinity Map**





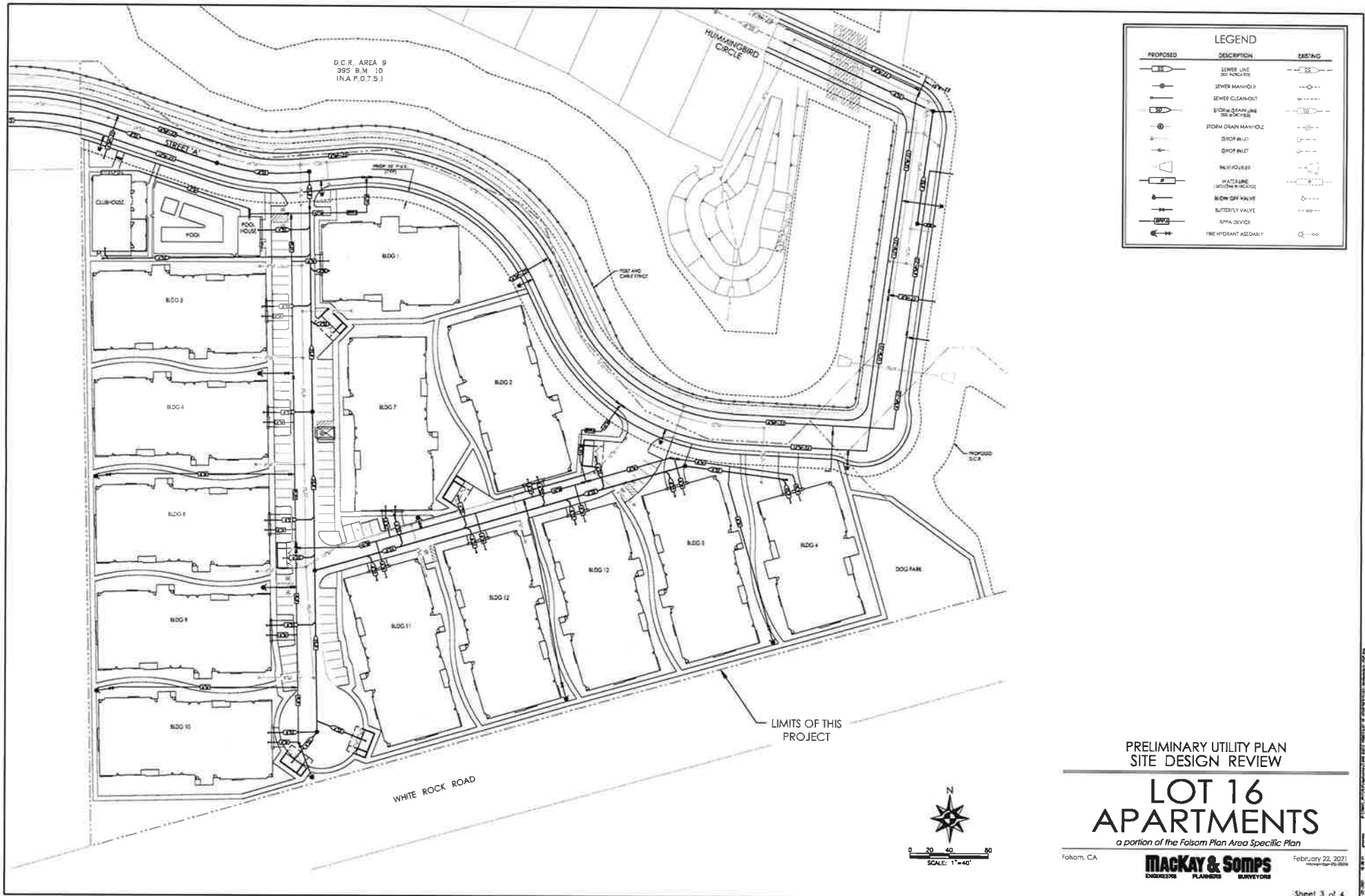
## **Attachment 6**

### **Preliminary Site Plan, dated April 27, 2021**



## **Attachment 7**

### **Preliminary Utility Plan, dated February 22, 2021**



## **Attachment 8**

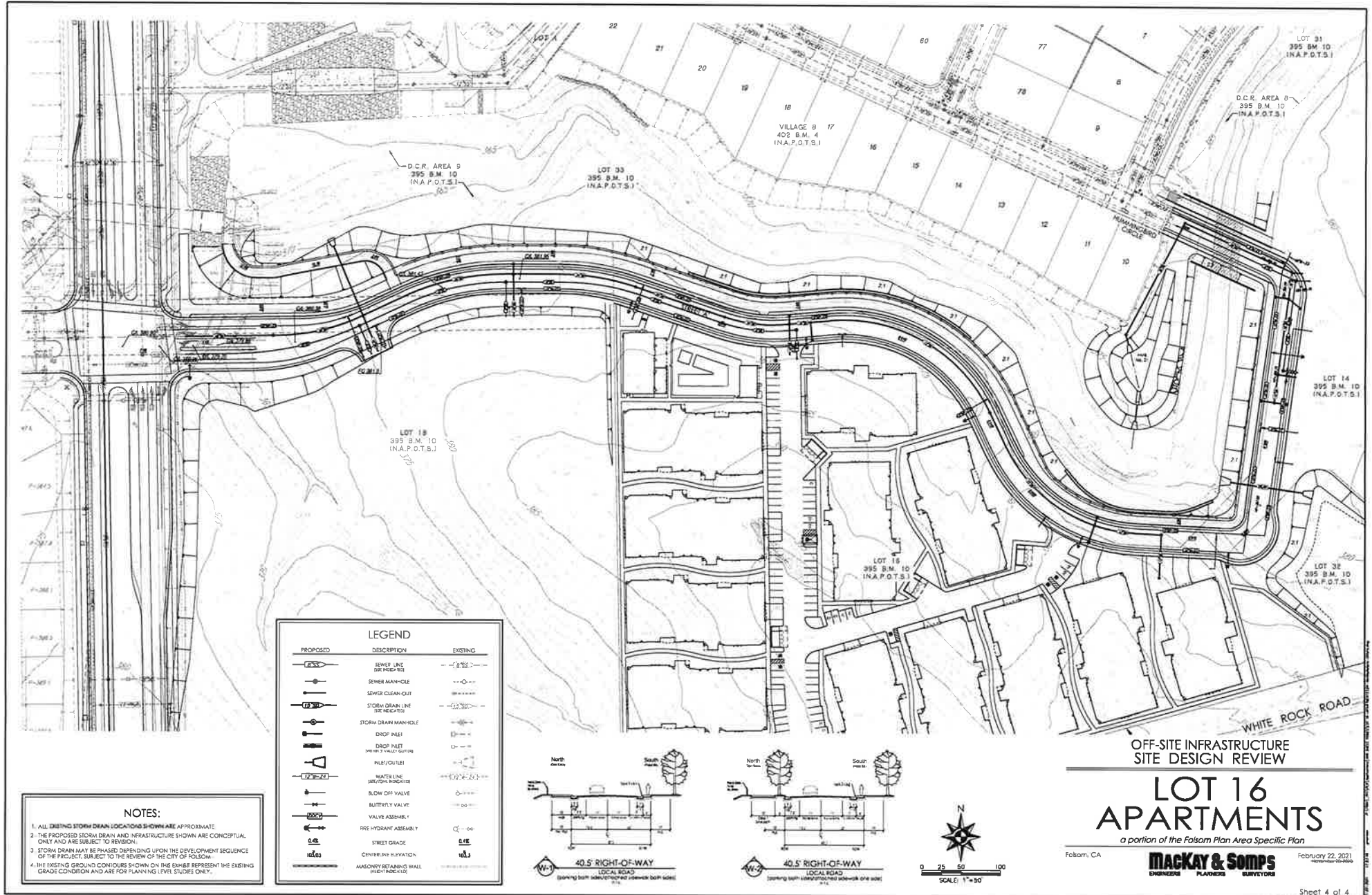
### **Preliminary Grading and Drainage Dated April 27, 2021**



## **Attachment 9**

### **Preliminary Off-Site Improvement Plans Dated February 22, 2021**





## **Attachment 10**

### **Preliminary Landscape Plan and Details Dated February, 2021**

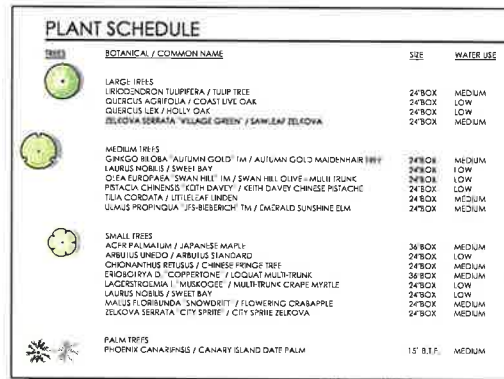
# PRELIMINARY ILLUSTRATIVE SITE PLAN MANGINI RANCH APARTMENTS

CITY OF FOLSOM  
NOVEMBER 20, 2020





CITY OF FOLSOM  
NOVEMBER 20, 2020



PLANT SCHEDULE			
GROUND COVERS (NOT SHOWN)	BOTANICAL / COMMON NAME	SIZE	WATER USE
	SHRUBS AND GROUNDCOVERS		
	ACACIA BICOLORIS 'LOW BOY' / LOW BOY BANK CATCLAW	3 GAL	LOW
	AGAVE ATTENUATA / FOXTAIL AGAVE	3 GAL	LOW
	ANTHURUS 'LIPS' / WOOD'S COMPACT / WOOD'S COMPACT EMMENHICK	3 GAL	LOW
	CAMELLIA SASAKAWA / SETSU-CAMELLIA / SETSU-CAMELLIA	3 GAL	LOW
	DIETES VEGETA / AFRICAN REIS	3 GAL	LOW
	FICUS PAULINA / GREENING FIG	3 GAL	LOW
	GREVILLEA X 'NOELLY' / NOSI GREVILLEA	3 GAL	MEDIUM
	JUNIPERUS HORIZONTALIS 'WILLOW' / BLUE RUG JUNIPER	3 GAL	LOW
	LANIYANA 'MONTICELLO' 'PURIT' / 'PURIT'S' TALLING LANIYANA	3 GAL	LOW
	LYROPE MUSCARI / LYLETIE	3 GAL	LOW
	LOMANERA LONGICOMA / FLARE / T1 / BREZEE MAX BUSH	3 GAL	MEDIUM
	PHLOEMIL 'ELIAS' 'BUBBLUM' / NEW ZEALAND FLAX	3 GAL	LOW
	POTODACAPNUS MACROPHYLLUS 'MAK' / MAKI SHUBBY YEW PODOCAPNUS	3 GAL	MEDIUM
	PRUNUS CAROLINIANA 'MORIS' 'BRIGHT' / T1 / T2 / CAROLINA YEW PRUNUS LAURIE	3 GAL	LOW
	RAPIPHOEPHYS INDICA 'CLARA' / CLARA INDIAN Hawthorn	3 GAL	LOW
	ROSA X FLOWER CANOE WHITE / ROSE	3 GAL	LOW
	SARCOCOAECIA BICOLORATA / FRAGRANT SARCOCOAECIA	3 GAL	MEDIUM
	TRACHELODENDRON JASMINE/ROSE / CHINESE STAR JASMINE	3 GAL	MEDIUM

<u>Preliminary Shade Calculation</u>			
<u>Lot 16 Apartments</u>			
Folsom, CA/CRNIA			
Based on Preliminary Landscape Plan Dated November 20, 2000			
<u>% (SHADE PERCENTAGE)</u>	<u>QUANTITY</u>	<u>SHADE AREA (SF)</u>	<u>AMOUNT (SF)</u>
<u>35" Diameter Trees</u>			
Species: <u>10 D.</u>			
100%:	1	962	962
75%:	20	722	14440
50%:	13	481	6253
25%:	0	240	0
<u>25" Diameter Trees</u>			
Species: <u>8 D.</u>			
100%:	0	491	0
75%:	1	368	368
50%:	15	246	3690
25%:	0	123	0
<u>TOTAL TREE SHADE AREA</u>			<u>28713</u>
<u>SURFACED AREA</u>			
<u>PARKING LOT</u>		44604	
<u>COVERED STALLS</u>		0	
<u>TOTAL SURFACED AREA</u>			<u>44604</u>
<u>SHADE AREA REQUIRED</u>			<u>23362</u>
<u>TOTAL AUXILIARY SHADE</u>			<u>8</u>
<u>TOTAL SHADE PROVIDED</u>			<u>28713</u>
<u>TOTAL SHADE PERCENTAGE</u>			<u>51.13%</u>

1. ALL LANDSCAPE AREAS WILL UTILIZE LOW AND MEDIUM WATER USE PLANT MATERIAL AND LOW/HIGH WATER USE PLANT MATERIAL.
2. ALL SHRUBS AND GROUND-COVERING AREAS ARE TO RECEIVE A 3" LAYER OF BARK MULCH.
3. IRRIGATION DESIGN SHALL COMPLY WITH COUNTY OF SACRAMENTO MODEL WATER EFFICIENT LANDSCAPE ORDINANCE. ALL NECESSARY DOCUMENTATION INCLUDING IRRIGATION CALCULATIONS AND CERTIFICATIONS SHALL BE SUBMITTED WITH THE LANDSCAPE ARCHITECTURE DOCUMENTS FOR REVIEW AND APPROVAL.
4. IRRIGATION SYSTEM WILL CONSIST OF LOW FLOW REARSET PIPING, NOZZLE TECHNOLOGY, POOL SOURCE BUBBLERS AND END OF SYSTEM SYSTEM CONTROLS BY AN AUTOMATIC IRRIGATION CONTROLLER USING A CLOUD SENSING AND RAIN SENSOR SHUT OFF CAPABILITY.
5. TOTAL OF 150 SQ.FT. PARKING SPACES PROVIDED.
6. CONFORMANCE TO COMPLY WITH COUNTY OF SACRAMENTO TREE PRESERVATION AND PROTECTION ORDINANCE.

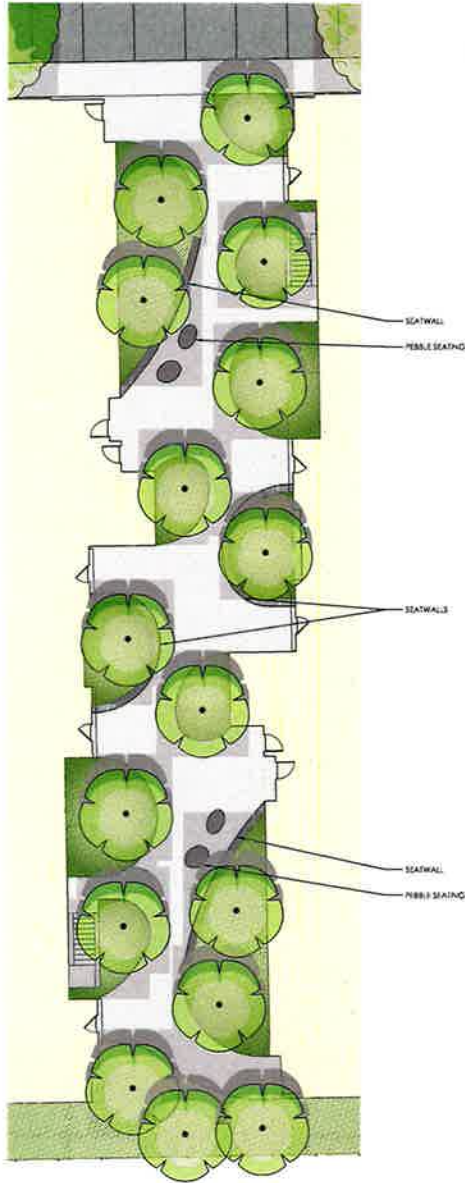
 SURFACE AREA USED IN CALCULATION

**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
3301 C St, Bldg. 100-B Tel 916.341.7760  
Sacramento, CA 95816 Fax 916.341.7767

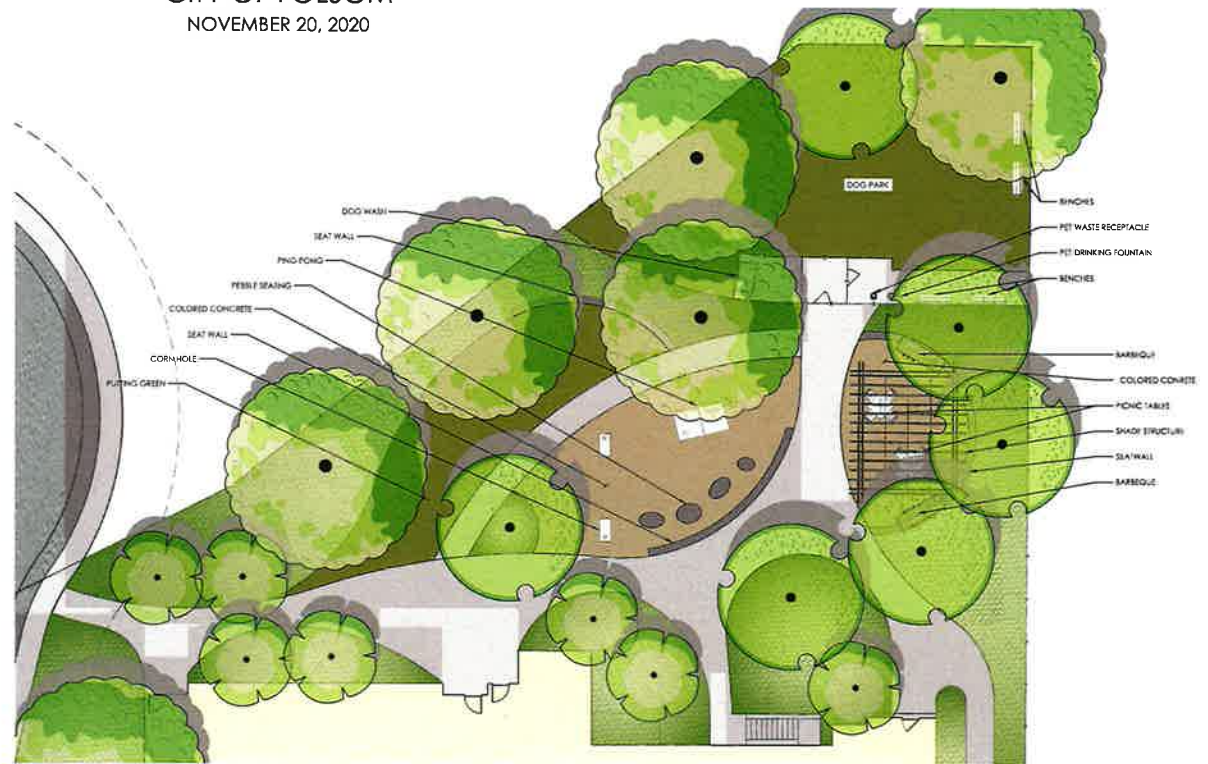
SHEET 2 OF 5

# AMENITY AREA ENLARGEMENTS MANGINI RANCH APARTMENTS

CITY OF FOLSOM  
NOVEMBER 20, 2020



**A** TYPICAL COURTYARD  
1" = 10'



**B** SOUTH-EAST AMENITY AREA  
1" = 10'



COURTYARD INSPIRATION



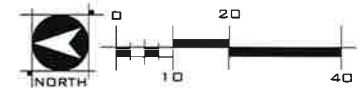
KERNEL SEATING



CUSTOM CORN HOLE



CUSTOM PING  
PONG TABLE

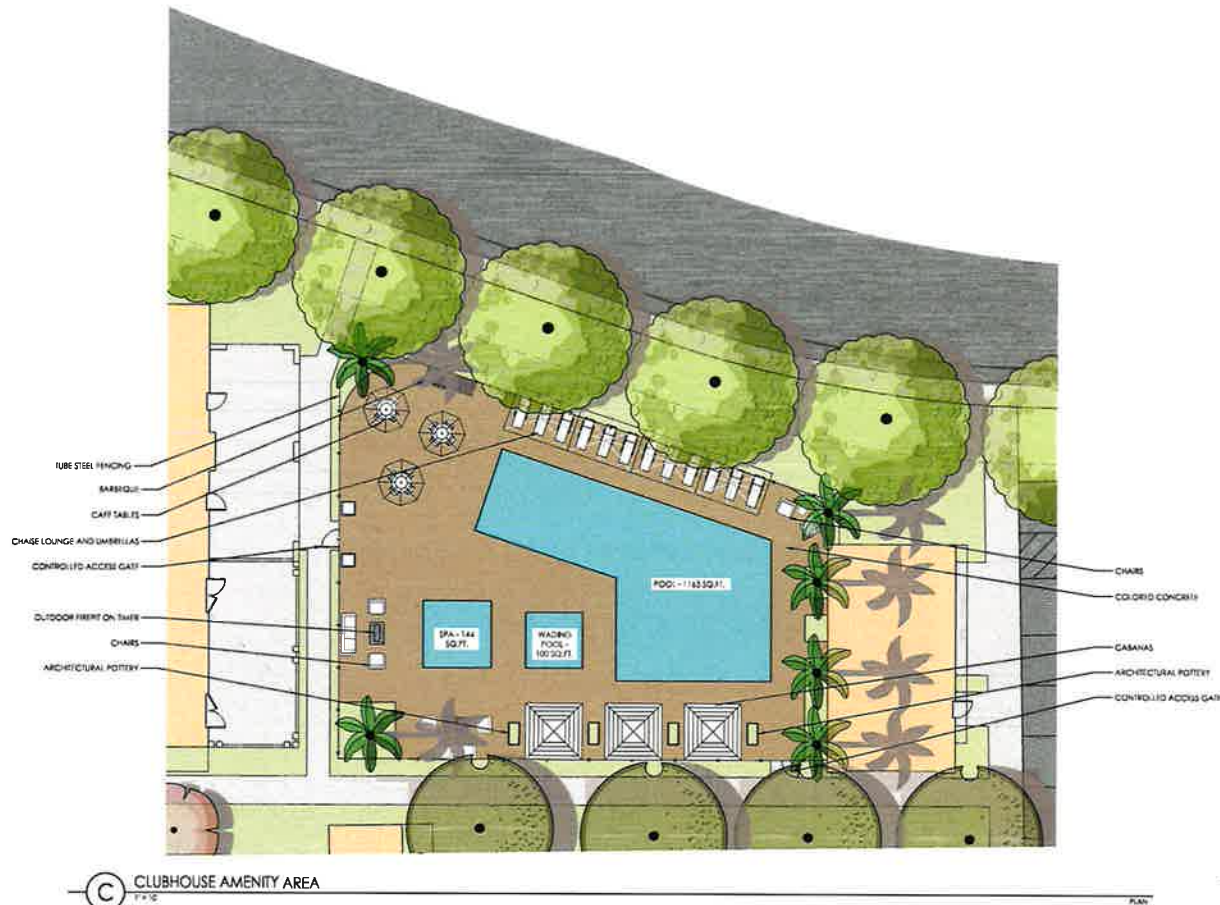


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SHEET 3 OF 5



# AMENITY AREA ENLARGEMENTS LOT 16 APARTMENTS

CITY OF FOLSOM  
FEBRUARY, 2021



CHASE LOUNGE AND LARGE UMBRELLAS



LOUNGE & FIRE PIT AREA



CABANA



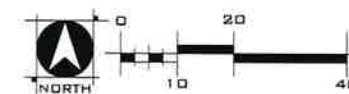
BUILT-IN BARBECUE AND CAFE TABLE



ARCHITECTURAL POTTERY



ARCHITECTURAL POTTERY



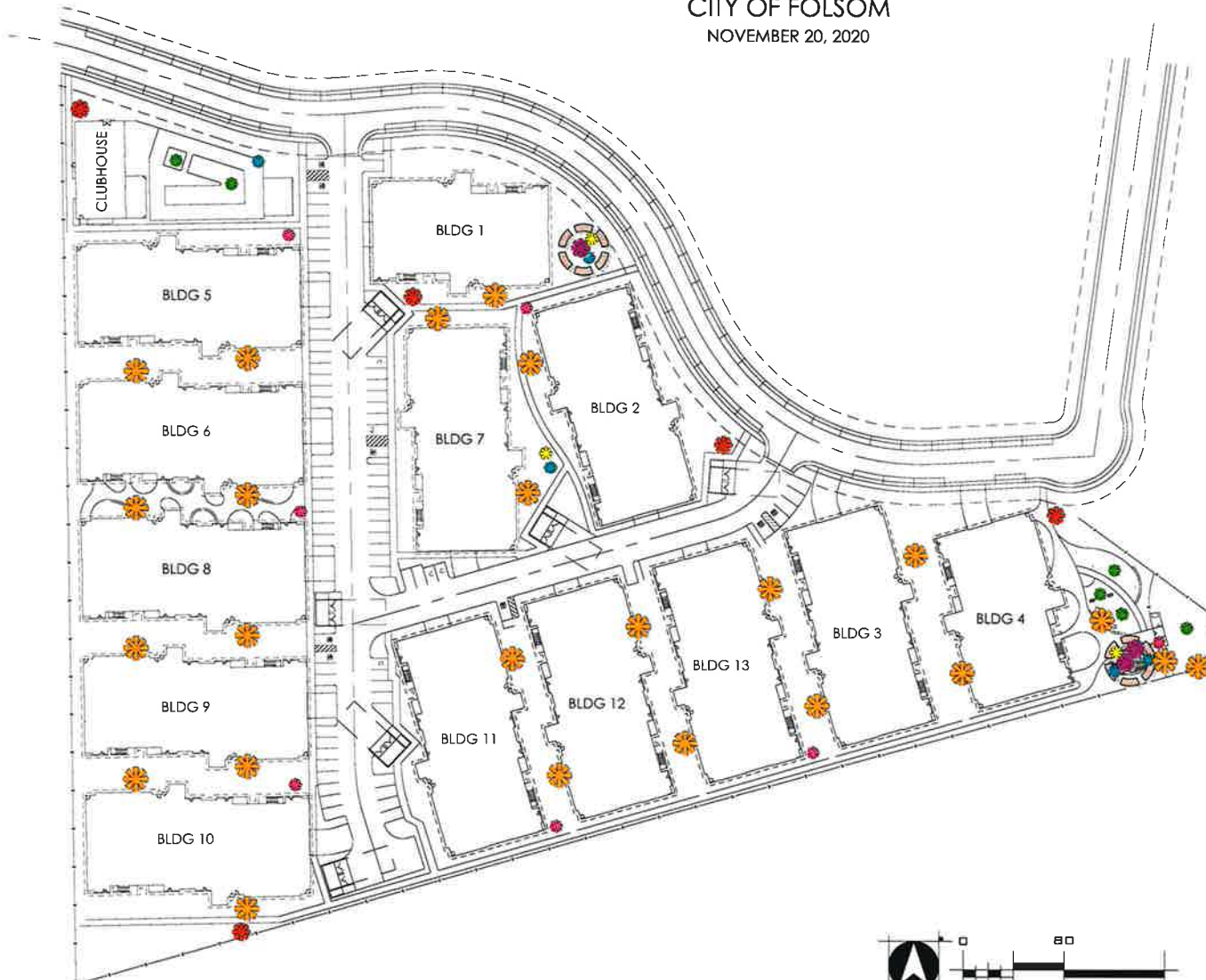
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SHEET 4 OF 7

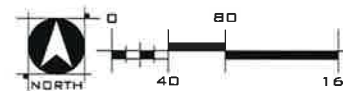
# SITE AMENITY EXHIBIT MANGINI RANCH APARTMENTS

CITY OF FOLSOM

NOVEMBER 20, 2020



SITE FURNISHING SCHEDULE		
	BIKE RACKS	13 (PROVIDES 26 PARKING SPOTS)
	SHADE STRUCTURES	3
	BARBECUES	5 (4 FREESTANDING, 1 BUILT-IN)
	BENCHES / SEATING	24
	WASTE RECEPTACLES	2
	PICNIC TABLES	3
	OUTDOOR RECREATION	8
	MULTI-USE STATION	1



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SHEET 4 OF 5



# PROPOSED SITE AMENITIES MANGINI RANCH APARTMENTS

CITY OF FOLSOM

NOVEMBER 20, 2020



AEI Corporation PGS S27 Grill



AEI Corporation PGS T40 Freestanding Barbeque



Landscape Forms Glide Bench



Landscape Forms Lakeside Bench



Victor Stanley Lily Bench



Landscape Forms Loop Bike Rack



Landscape Forms Lakeside Trash Receptacle



QCP Artis Planter



Kornegay Design Agave Planter



Kornegay Design Mexbold Planter



Landscape Forms Lakeside Planter



Landscape Forms Catena Chair



Landscape Forms Americana Chair



Landscape Forms Harvest Table



Stone Age Custom Corn Hole



Stone Age Custom Ping Pong Table



Mutt Mitt Station



GCO Kernel Seating

**\*\*IMAGES ARE REPRESENTATIVE OF  
DESIGN INTENT. FINAL PRODUCTS TO  
VARY**

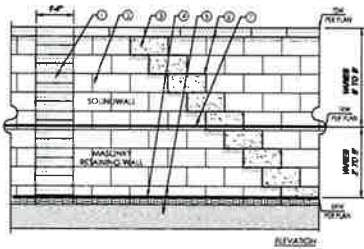
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Sacramento, CA 95816  
Tel 916.341.7760  
Fax 916.341.7767

SHEET 5 OF 5

# FENCING EXHIBIT LOT 16 APARTMENTS

CITY OF FOLSOM  
FEBRUARY, 2021

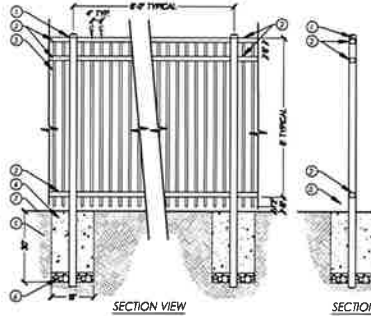
- REV. 1/21/21
1. CAP AND COLUMN:  
SMOOTH FACE/SMOOTH BACK  
SIZE: 8X11.6  
COLOR: #88  
CAP AND COLUMN TO PROTRUDE  
1" FROM BOTH FACE AND BACK  
OF WALL.
  2. FIELD  
SPLIT FACE/COMBED BACK  
SIZE: 8X11.6  
COLOR: #49
  3. ACCENT  
SPLIT FACE/COMBED BACK  
SIZE: 8X11.6  
COLOR: #49  
FACE OF ACCENT BRICK  
TO PROTRUDE 1" FROM BOTH FACE  
AND BACK OF WALL.
  4. FINISHED GRADE
  5. FOOTING PER DETAIL 1 ON  
STRUCTURAL SHEET 32.2 OR DETAIL  
2 ON STRUCTURAL SHEET 32.1
  6. GROUT COLOR PER SPLIT WALL  
SAMPLE
  7. TOP OF MASONRY RETAINING  
WALL PER PLAN



**A** PRIVACY WALL WITH MASONRY RETAINING WALL

N.T.S.

P-10-K10A-G1



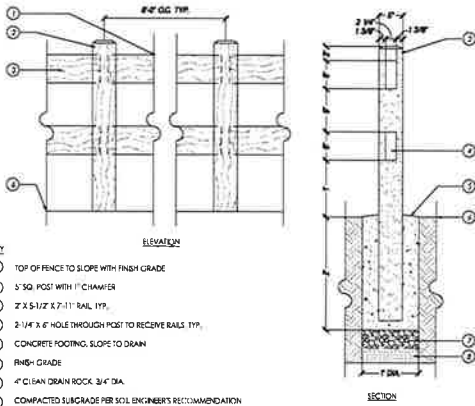
- REV.
1. 3" DIA 12 GA. POST
  1. 3/4" DIA 14 GA. RAIL
  1. 3" DIA 14 GA. POST
  1. 18" X 30" CONCRETE FOOTING
  1. COMPACTED SUBGRADE TO 10% R.D.
  1. 4" AGGREGATE BASE, COMPACTED  
TO 10% R.D.
  1. FINISH GRADE
  1. CONCRETE ADON BAND TO BE  
INSTALLED UNDER FENCE WHEN  
LOCATED WITHIN OR AT EDGE OF  
T.U.P.

- NOTES
1. ALL FENCE PARTS TO BE TUBULAR STEEL, GRIND SMOOTH ALL WELDS.
  2. ALL METAL TO BE POWDERCOATED COLOR RAL 7022. CONTRACTOR TO SUBMIT SAMPLE TO LANDSCAPE ARCHITECT.
  3. FIELD VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION.

**B** 6" TUBE STEEL FENCE

N.T.S.

P-10-K03



- REV.
1. TOP OF FENCE TO SLOPE TO FINISH GRADE
  1. 5" ISO POST WITH 1" CHAMFER
  1. 2" X 5-1/2" X 7'-11" RAIL TYP.
  1. 2-1/4" X 6" HOLE THROUGH POST TO RECEIVE RAILS TYP.
  1. CONCRETE FOOTING, SLOPE TO DRAIN
  1. FINISH GRADE
  1. 4" CLEAN DRAIN ROCK, 3/4" DIA.
  1. COMPACTED SUBGRADE PER SOIL ENGINEER'S RECOMMENDATION

- NOTES
1. ALL POSTS AND RAILS TO BE 2" RAIL CONCRETE FENCE, AVAILABLE THROUGH: DYNAMIC PRE-CAST COMPANY, 5300 SEBASTOPOL  
RD, SANTA ROSA, CA 95407, (707) 570-1110  
COLOR: LANTERN BROWN  
TEXTURE: WOOD PATTERN

**C** CONCRETE 2 RAIL FENCE

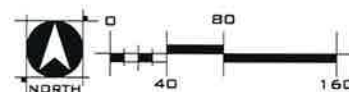
N.T.S.

P-NL 25



**FENCING SCHEDULE**

- SOUNDFENCE
- TUBE STEEL FENCE
- SPLIT RAIL FENCE



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SHEET 7 OF 7

## **Attachment 11**

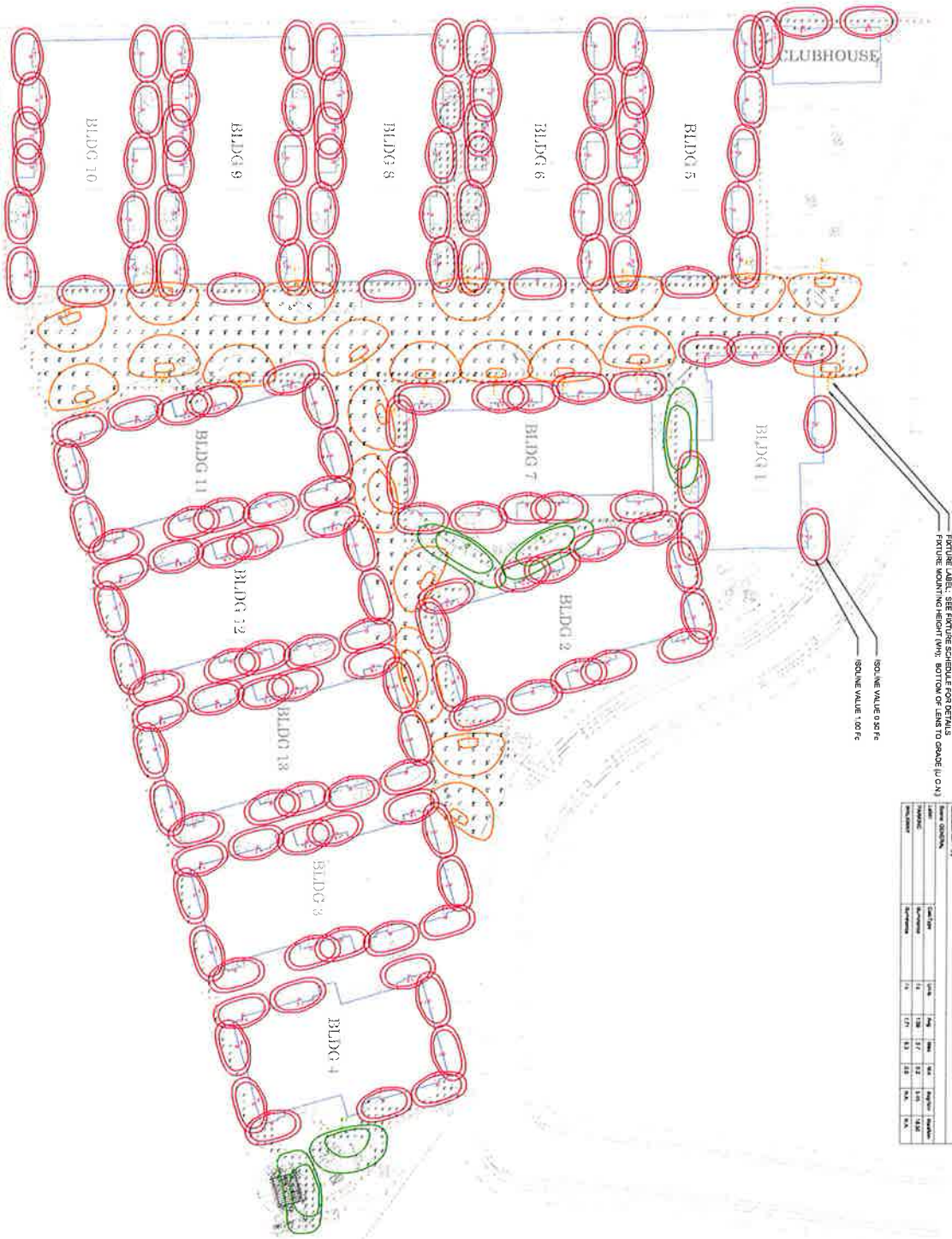
### **Preliminary Access and Circulation Plan Dated February 22, 2021**





## **Attachment 12**

### **Preliminary Lighting Plan and Details Dated February 12, 2021**



LIGHTING SCHEDULE									
Item	Qty	Label	Manufacturer	Model	Notes	Footcandle	Mounting Height	Bottom of Lens to Grade	Notes
1	1	BLDG 1	GE	PAR 38	1000W	100	10	10	1000W
2	1	BLDG 2	GE	PAR 38	1000W	100	10	10	1000W
3	1	BLDG 3	GE	PAR 38	1000W	100	10	10	1000W
4	1	BLDG 4	GE	PAR 38	1000W	100	10	10	1000W
5	1	BLDG 5	GE	PAR 38	1000W	100	10	10	1000W
6	1	BLDG 6	GE	PAR 38	1000W	100	10	10	1000W
7	1	BLDG 7	GE	PAR 38	1000W	100	10	10	1000W
8	1	BLDG 8	GE	PAR 38	1000W	100	10	10	1000W
9	1	BLDG 9	GE	PAR 38	1000W	100	10	10	1000W
10	1	BLDG 10	GE	PAR 38	1000W	100	10	10	1000W
11	1	BLDG 11	GE	PAR 38	1000W	100	10	10	1000W
12	1	BLDG 12	GE	PAR 38	1000W	100	10	10	1000W
13	1	BLDG 13	GE	PAR 38	1000W	100	10	10	1000W
14	1	CLUBHOUSE	GE	PAR 38	1000W	100	10	10	1000W

LIGHTING PLAN - PHOTOMETRIC ANALYSIS - LAYOUT VERIFICATION  
SCALE: 1" = 30'-0" (ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISHED GRADE, L.O.N.)

PRELIMINARY - NOT FOR CONSTRUCTION



Project	
Location	
Cat No:	
Type	
Lamps	Qty
Notes	

Day-Brite / CFI FluxStream LED sealed strip is a high performing luminaire delivering smooth diffuse light ideal for light industrial, commercial and residential applications with the unparalleled energy efficiency of Philips LED lighting.

#### Ordering guide

Example: FSX440L840-UNV

Series	Length (nominal)	Lumens <sup>1</sup> (nominal)	Color temp. (K)	Voltage	Driver	Options
<b>FSX</b>						
FSX FluxStream sealed strip	4' 4' length	<b>40L</b> 4000 lumens <b>60L</b> 6000 lumens	<b>830</b> 80 CRI, 3000K <b>835</b> 80 CRI, 3500K <b>840</b> 80 CRI, 4000K <b>850</b> 80 CRI, 5000K	<b>UNV</b> Universal voltage 120-277V <b>120</b> 120V <b>277</b> 277V <b>347</b> 347V	<b>blank DIM<sup>3</sup></b> Non-dimming 0-10V 1% dimming Step dimming to 40% input power <b>SDIM<sup>3</sup></b>	<b>BSL6LST<sup>2,3</sup></b> Factory wired Philips Bodine integral emergency pack, Nominal 700lm <b>MD360W</b> 120-277V motion detector, factory installed on end cap (ON/OFF) <b>MD360WD</b> 120-277V motion detector, factory installed on end cap (ON/DIM) <b>IP65</b> IP65 rated protection from water and dust <b>WCW6/6</b> Factory wired 6' 18/6 white cord for use with 0-10V DIM option plus BSL6LST <b>WCW6/5</b> Factory wired 6' 18/5 white cord for use with 0-10V DIM option <b>WCW6/4</b> Factory wired 6' 16/4 white cord for use with BSL6LST or SDIM options  <b>Factory wired 6' 16/3 white cord is standard</b>
	8' 8' length	<b>80L</b> 8000 lumens <b>120L</b> 12000 lumens				

1. Nominal delivered lumens at 25°C ambient.

2. BSL6LST on 8' models illuminates 4' section in emergency mode.

3. 3 wire cord is standard. Order proper cord option for dimming or emergency.

#### Accessories (order separately, see last page for details)

- **FSXWG4** - 4' wire guard (order two for 8' models)
- **FSTH** - Sliding hanger bracket (set of two)
- **DACH48** - Adjustable cable hanger kit (order two per fixture)

#### General notes

Many luminaire components, such as reflectors, refractors, lenses, sockets, lampholders, and LEDs are made from various types of plastics which can be adversely affected by airborne contaminants. If sulfur based chemicals, petroleum based products, cleaning solutions, or other contaminants are expected in the intended area of use, consult factory for compatibility.





# FSX FluxStream LED sealed strip

4' and 8', up to 12,000 lumens

## Features

- Compact design for installation in tight spaces.
- Each unit comes standard with a 6' 16/3 wired white cord.
- Sliding hanger bracket set included.
- 4' and 8' lengths available to accommodate many field applications.
- Up to 100,000 hour predicted L70 LED lumen maintenance provides long service life to reduce maintenance costs.
- Can be surface mounted on ceilings or walls, or suspended via chain, or cables with the sliding hanger brackets.
- Ideal for cold applications (~20°C).
- 0-10v dimming driver as standard. Step dimming (100/40%) is optional. Note that special cords are required to utilize dimming or step dimming.
- Optional wet location motion detector factory installed on end cap.
- Luminaire housing tested to IK08 impact standards.
- Fluxstream luminaires are Designlights Consortium® qualified. Please see the DLC QPL list for exact catalog numbers (<http://www.designlights.org/QPL>).
- 5 year manufacturer's limited warranty Visit [www.philips.com/warranties](http://www.philips.com/warranties) for complete warranty information.

## Construction/Finish

- Continuous white polycarbonate extruded housing.
- Frosted polycarbonate diffuser provides wide light distribution and superior glare control.
- White plastic end caps.

## Electrical

- Standard luminaire is non-dimming.
- Dimming to 1% on 0-10V controls optional available. Step dimming (SDIM) option available (100/40%).
- LED boards and drivers are RoHS (Restriction of Hazardous Substances) compliant. Total system life rated at 50,000 hours. Predicted L70 lifetime based on LED manufacturer's supplied LM-80 data and in-situ laboratory testing.

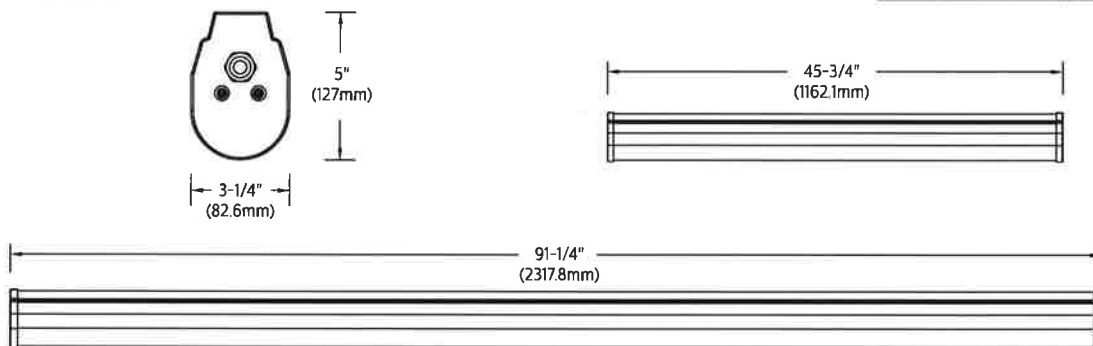
## Labels

- cETLus listed to meet UL1598 Standards suitable for use in wet locations.

## Ambient Temperature Data

Configuration	Ambient
FSX440L	-20°C to 40°C
FSX460L	-20°C to 35°C
FSX880L	-20°C to 40°C
FSX8120L	-20°C to 35°C
BSL6LST option	Minimum 0°C

## Dimensions



## FluxStream LED sealed strip, 4', 6000 nominal delivered lumens

## LER - 116

Catalog No.	FSX460L840-UNV-DIM	Candlepower					Light Distribution			Average Luminance			
Test No.	38882	Angle	End	45	Cross	Back-45	Degrees	Lumens	% Luminaire	Angle	End	45°	Cross
S/MH	1.3	0	1518	1546	1555	1546	0-30	1210	20.1	45	20106	15613	14994
Lamp Type	LED	5	1512	1541	1551	1541	0-40	2001	33.2	55	18992	14191	13912
Lumens/Lamp	6025	15	1460	1497	1514	1497	0-60	3674	61.0	65	16107	12897	13006
Input Watts	52	25	1356	1405	1436	1405	0-90	5347	88.7	75	12966	11774	12332
		35	1202	1277	1325	1277	0-180	6025	100.0	85	6492	10282	11925
		45	1010	1117	1192	1117							
		55	784	936	1046	936							
		65	500	753	892	753							
		75	258	577	738	577							
		85	53	392	589	392							
		95	6	269	419	269							
		105	6	174	302	174							
		115	6	106	202	106							
		125	6	63	126	63							
		135	7	36	73	36							
		145	7	18	38	18							
		155	7	11	15	11							
		165	7	8	8	8							
		175	7	7	7	7							

Coefficients of Utilization									
EFFECTIVE FLOOR CAVITY REFLECTANCE 20 PER (pfc=0.20)									
pcc	80			70			50		
pw	70	50	30	70	50	30	50	30	
RCR									
0	116	116	116	112	112	112	105	105	
1	104	98	93	100	94	90	88	84	
2	93	84	76	89	81	74	76	70	
3	85	73	64	81	71	62	66	59	
4	77	64	55	74	62	53	58	51	
5	71	57	48	68	55	46	52	44	
6	65	51	42	62	50	41	47	39	
7	60	46	37	58	45	36	42	35	
8	56	42	33	54	41	33	39	31	
9	52	39	30	50	37	30	35	28	
10	49	35	27	47	35	27	33	26	



# FSX FluxStream LED sealed strip

4' and 8' up to 12,000 lumens

## FluxStream LED sealed strip, 4', 4000 nominal delivered lumens

LER – 122

Catalog No.	FSX440L840-UNV-DIM	Candlepower					Light Distribution			Average Luminance			
Test No.	38883	Angle	End	45	Cross	Back-45	Degrees	Lumens	% Luminaire	Angle	End	45*	Cross
S/MH	1.3	0	1039	1039	1039	1039	0-30	814	20.6	45	12692	10010	9728
Lamp Type	LED	5	1017	1036	1044	1036	0-40	1346	34.0	55	11149	9111	9073
Lumens/Lamp	3955	15	979	1004	1017	1004	0-60	2458	62.1	65	9964	7762	8544
Input Watts	32	25	907	939	963	939	0-90	3530	89.3	75	7669	7099	7672
		35	803	852	888	852	0-180	3955	100.0	85	2984	6682	7541
		45	671	742	798	742							
		55	484	621	701	621							
		65	326	466	599	466							
		75	161	355	467	355							
Comparative yearly lighting energy cost per 1000 lumens – \$1.97 based on 3000 hrs. and \$.08 pwr KWH.		85	26	258	375	258							
		95	0	177	288	177							
The photometric results were obtained in the Day-Brite laboratory which is NVLAP accredited by the National Institute of Standards and Technology.		105	0	114	210	114							
		115	0	70	144	70							
		125	0	38	91	38							
		135	0	18	52	18							
Photometric values based on test performed in compliance with LM-79.		145	0	6	26	6							
		155	0	2	8	2							
		165	0	1	2	1							
		175	0	0	0	0							
Coefficients of Utilization													
EFFECTIVE FLOOR CAVITY REFLECTANCE 20 PER (pfc=0.20)													
		80			70			50					
pcc		70	50	30		70	50	30		50	30		
pw													
RCR													
0		116	116	116		113	113	113		105	105		
1		104	98	93		100	95	90		88	85		
2		94	84	77		90	82	75		76	70		
3		85	73	65		81	71	63		66	60		
4		77	65	55		74	63	54		59	51		
5		71	58	48		68	56	47		52	45		
6		65	52	42		63	50	41		47	40		
7		61	47	38		58	45	37		43	35		
8		56	42	34		54	41	33		39	32		
9		53	39	30		51	38	30		36	29		
10		49	36	28		47	35	27		33	26		

## Accessories/Options



Catalog Code	Description
FSTH	Sliding hanger bracket (set of two) - one set included with fixture
DACH48	Adjustable cable hanger kit (order two per fixture)
BSL6LST	Factory wired Philips Bodine integral emergency pack (nominal 700lm)
MD360W	120-277V motion detector, factory installed on end cap (ON/OFF)
MD360WD	120-277V motion detector, factory installed on end cap (ON/DIM)
WC6/5	Factory wired 6' 16/5 white cord for use with 0-10V dimming
WC6/4	Factory wired 6' 16/4 white cord for use with BSL6LST or SDIM



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Somerset, NJ 08873  
Telephone 855-485-2216

Signify Canada Ltd.  
281 Hillmount Road  
Markham, ON, Canada L3C 2S3  
Telephone 800-668-9008



## Integrated Solar Street Light

# SMARTLIGHT SINGLE ROADFOCUS RFS



**Project:**

**Notes:**

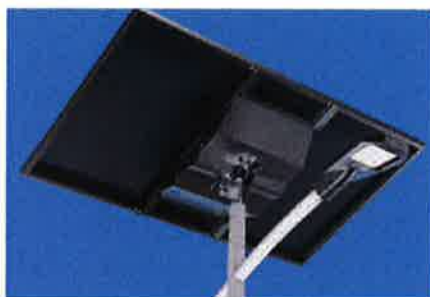
[ - ]	- 4K	-	- BK	-	- ]	-	- HW-MC	-	-	- ]	-	- BK
Fixture	Temp	Type	Color (Fixture)	HS	Solar-Mount	Option	Power Center	Tilt	Pole	Color (Pole)		

**zero**  
Trenching and  
Wiring Expense

**zero**  
Emmissions and  
Electric Bills

**zero**  
Maintenance for a  
Minimum of 10 Years

The SmartLight solar powered street lighting system rivals traditional grid-tied light poles with infrastructure grade lighting, low maintenance and avoided installation costs. The advanced 365 Power Center features advanced NiMH battery technology and anti-blackout controls. The result is a sleek profile, 10-year battery life and a great value proposition.



### Solar Assembly

- Black Tie panel backing creates a finished appearance and disappears in the night sky
- Steel powder coated and galvanized mounting
- 140W to 305W solar power



### Power 365 Assembly

- Components are pre-wired inside of the sealed compartment
- Activated with two weather tight connections for true plug-and-play installation
- Extreme environment batteries deliver 365 nights of lighting for 10 or more years



### RFS Luminaire

- Dark Sky Friendly Options
- 5 Distribution Types
- 35W or 72W Options
- Integrated Bubble Level

Note: Illustrated Arm Style by special order only

Fonroche Lighting America • 220 Reservoir St. #19 • Needham, MA 02494  
www.FonrocheSolarLighting.com • 339-225-4530 Ext. 1 • Sales@Fonroche.US

Datasheet-SmartLight Single HW-RFS-10082020

# RFS SmartLight Single Specifications



LUMINAIRE PRODUCT CODE	COLOR TEMP	DISTRIBUTION	COLOR	HOUSE SIDE SHIELD OPTION	WEIGHT LBS	EPA Ft²
RFS-35W16LED	2.7K, 3K,4K	R2M,R2S,R3M,R3S,T4,T5	BK-Black	HS (16LED) / 2 HS (32LED)	9.4	0.52
RFS-72W32LED	2.7K, 3K,4K	R2M,R2S,R3M,R3S,T4,T5	BK-Black	2 HS (32LED)	9.4	0.52

Custom

SOLAR MODULE ASSEMBLY PRODUCT CODE / DESCRIPTION	DIMENSIONS SOLAR MODULE	MODULE FRAME & BACK SHEET	PERFORMANCE WARRANTY
<b>P140F-T1</b> 140W PolyCrystalline Solar Module with Steel Mount - Tilt Adjustment (0,10,20 or 45 Degree) Galvanized and Powder Coated	43.31 x 33.46 x 1.57	Black	25 Years
<b>P260F-T3</b> 260W PolyCrystalline Solar Module with Steel Mount - Tilt Adjustment (0,10,20 or 45 Degree) Galvanized and Powder Coated	66.93 x 40.55 x 1.81	Black	25 Years
<b>P305F-T4</b> 305W PolyCrystalline Solar Module with Steel Mount - Tilt Adjustment (0,10,20 or 45 Degree) Galvanized and Powder Coated	66.93 x 42.13 x 1.57	Black	25 Years

Heavy Duty Mount Adder (Required with 45 degree tilt)

HW-MC Heavy Duty Mount Galvanized with Marine Powder Coat Upgrade

POWER 365 ASSEMBLY PRODUCT CODE / DESCRIPTION	BATTERIES
<b>1P</b> Power 365 Power Center with 312Wh NiMH Battery Capacity-IP65	Chemistry Nickel Metal Hydride
<b>2P</b> Power 365 Power Center with 624 Wh NiMH Battery Capacity-IP65	Operating Temperature -40°C to +70°C
<b>3P</b> Power 365 Power Center with 936 Wh NiMH Battery Capacity-IP65	Warranty 5 Year Full Replacement
<b>4P</b> Power 365 Power Center with 1248 Wh NiMH Battery Capacity-IP65	Certifications EN 550 14-1 ; EN 55014-2 ; EN 61000-6-2 ; EN 61000-6-3
<b>CONTROLLER</b>	
Battery Management System (BMS) Anti-Black Out Control Real Time Scheduling Option 3-Level Programmable Lighting Profiles LoRa Enabled for Wireless Network*	
	<b>TOTAL TOP OF POLE ASSEMBLY -PANEL, MOUNTING, 365 POWER CENTER</b>
	Weight - (Pounds) EPA (Sq.Ft.)
	Solar Assembly 1P 2P 3P 4P 10° Tilt 20° Tilt 45° Tilt
	P140F-T1-HW-MC 102.73 113.31 123.89 134.48 2.67 3.89 7.45
	P260F-T3-HW-MC 120.37 130.95 141.53 152.12 4.48 7.24 13.93
	P305F-T4-HW-MC 120.37 130.95 141.53 152.12 4.48 7.38 14.36
* Requires Fonroche Connect Gateway-See SolarOne for Details	

POLE ASSEMBLIES	RATED FOR MINIMUM 100MPH (DEPENDING ON TILT AND POWER CENTER SPECIFICATION)
RTA-14D-7B4-1S2C	Round tapered aluminum 14' x 7" x .188 wall, tenon top, with 2' Slipfit arm assembly and solar mounting provisions (15'-5" MH)
RTA-20E-8B4-1S2C	Round tapered aluminum 20' x 8" x .219 wall, tenon top, with 2' Slipfit arm assembly and solar mounting provisions (21'-5" MH)
RTA-25F-9B4-1S2C	Round tapered aluminum 25' x 9" x .250 wall, tenon top, with 2' Slipfit arm assembly and solar mounting provisions (26'-5" MH)
RTA-25F-9B4-1S6A	Round tapered aluminum 25' x 9" x .250 wall, tenon top, with 6' Slipfit arm assembly and solar mounting provisions (26'-8" MH)
Custom	

System	
System Warranty	5 Years
System Certification	CE

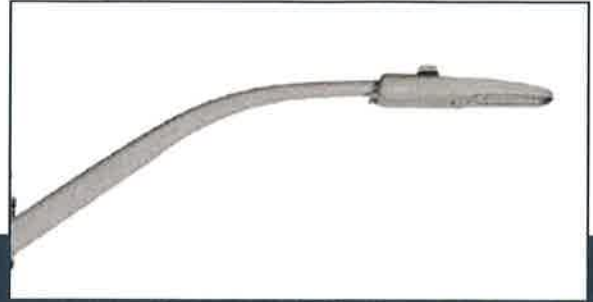
## Ordering Selections

[ - ]	4K	-	BK	-	HS	-	HW-MC	-	-	-	BK
Fixture	Temp	Type	Color (Fixture)	HS	Solar-Mount	Option	Power Center	Tilt	Pole	Color (Pole)	

Fonroche Lighting America • 220 Reservoir St. #19 • Needham, MA 02494  
www.FonrocheSolarLighting.com • 339-225-4530 Ext. 1 • Sales@Fonroche.US

Datasheet-SmartLight Single HW-RFS-10082020





## Road Focus Small

The versatile Road Focus has a sleek, unobtrusive design that is at home in all types of environments. With three color temperature choices, six light distribution patterns, zero uplight and optional shielding, it is a great solution for pathways, bike paths, streets, general area lighting and parking lots. The luminaire's superior optics allow you to get the most out of your solar lighting systems by using your lumens exactly where you need them. Optional house side shields protect neighboring properties.

### Project:

### Notes:

## Lumen Values

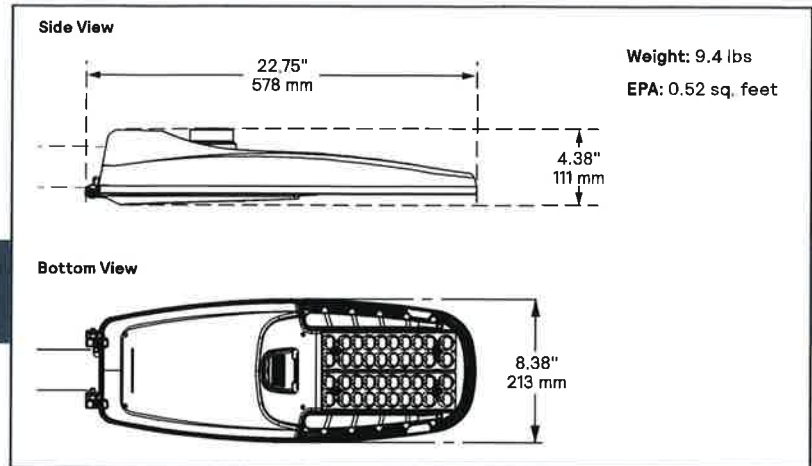
Ordering Code	Color Temp.	Type R2M			Type R2S			Type R3M			Type R2S			Type 4			Type 5		
		Lumen Output	Efficacy (LPW)	BUG Rating	Lumen Output	Efficacy (LPW)	BUG Rating	Lumen Output	Efficacy (LPW)	BUG Rating	Lumen Output	Efficacy (LPW)	BUG Rating	Lumen Output	Efficacy (LPW)	BUG Rating	Lumen Output	Efficacy (LPW)	BUG Rating
RFS-35W16LED	4000	4,810	127	B1-U0-G1	5,007	132	B1-U0-G1	4,795	126	B1-U0-G1	4,859	128	B1-U0-G1	4,772	126	B1-U0-G1	4,964	131	B1-U0-G1
RFS-72W32LED	4000	9,408	129	B2-U0-G2	9,794	134	B2-U0-G2	9,379	128	B2-U0-G2	9,505	130	B2-U0-G2	9,336	128	B2-U0-G2	9,711	133	B2-U0-G2
RFS-35W16LED	3000	4,512	119	B1-U0-G1	4,697	124	B1-U0-G1	4,498	118	B1-U0-G1	4,558	120	B1-U0-G1	4,477	118	B1-U0-G1	4,657	123	B3-U0-G1
RFS-72W32LED	3000	8,826	121	B2-U0-G2	9,188	126	B2-U0-G1	8,799	121	B2-U0-G2	8,917	122	B1-U0-G2	8,758	120	B2-U0-G2	9,110	125	B3-U0-G2
RFS-35W16LED	2700	4,138	109	B1-U0-G1	4,307	113	B1-U0-G1	4,125	109	B1-U0-G1	4,180	110	B1-U0-G1	4,105	108	B1-U0-G1	4,271	112	B3-U0-G1
RFS-72W32LED	2700	8,094	111	B2-U0-G2	8,426	115	B2-U0-G1	8,069	111	B2-U0-G2	8,177	112	B1-U0-G2	8,031	110	B2-U0-G2	8,354	114	B3-U0-G2

## Ordering Guide

Model	CCT	Distribution	Finish	Options
-	4K	-	BK	-
RFS-35W16LED	4K	TR2S Type 2 Short	BK Black	HS House Side Shield (16LED)
RFS-72W32LED	3K	TR2M Type 2 Medium	DBZ Bronze	2HS House Side Shield (32LED)
	2.7K	TR3S Type 3 Short	WH White	
		TR3M Type 3 Medium		
		T4 Type 4		
		TS Type 5		

# Roadfocus Small

## Specifications



### Housing

Made of a low copper die cast Aluminum alloy(A360), 0.100" (2.5mm) minimum thickness. Fits on a 1.66" (42mm) O.D. (1.25" NPS), 1.9" (48mm) O.D. (1.5" NPS) or 2 3/8" (60mm) O.D. (2" NPS) by 5 1/2" (140mm) minimum long tenon. Comes with a zinc plated clamp fixed by 2 zinc plated hexagonal bolts 3/8 16 UNC for ease of installation. Provides an easy step adjustment of +/- 5° tilt in 2.5° increments. Includes integral bubble level standard (always included). A quick release, tool-less entry, single latch, hinged, removable door opens downward to provide access to electronic components and to a terminal block. Door is secured to prevent accidental dropping or disengagement. Clearance of 13" (330mm) at the rear is required to remove the door. Complete with a bird guard protecting against birds and similar intruders. Housing (including electrical compartment) rated IP54 per ANSI C136.37.

### Light Engine

Composed of 4 main components: LED Module /Optical System / Heat Sink / Driver. IP66 sealed light engine equipped LEDs tested by ISO17025-2005 accredited lab in accordance with IESNA LM-80 guidelines in compliance with EPA ENERGY STAR, extrapolations in accordance with IESNA TM-21. Metal core board ensures greater heat transfer and longer lifespan.

**LED Module:** Composed of high-performance white LEDs. Color temperature as per ANSI/NEMA bin 2700 Kelvin nominal (2725 ±145K), 3000Kelvin nominal (3045K +/- 175K) or 4000 Kelvin nominal (3985K +/- 275K), CRI 70 Min. 75 Typical. Other CCT/CRI also available, consult factory.

**Optical System:** Composed of high performance stabilized optical grade polymer refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. System is rated IP66. Performance shall be tested per LM-63, LM-79, and TM-15 (IESNA) certifying its photometric performance. 0% uplight and U0 per IESNA TM-15.

**Heat Sink:** Built in the housing, designed to ensure high efficacy and superior cooling by natural vertical convection air flow pattern always close to LEDs and driver optimizing their efficiency and life. Product does not use any cooling device with moving parts (only passive cooling). Wide openings enable natural cleaning and removal of dirt and debris. Entire luminaire is rated for operation in ambient temperature of -40°C / -40°F up to +50°C / +122°F.

**Driver:** Constant Current, Dimmable driver is integrated the SmartLight Controller. High power factor of 90% min. Voltage input 24VDC. Operating temperature of -40°C / -40°F - +70°C / +158°F. MTBF – 1170.3Khrs min. MIL-HDBK-217F. EMC Compliance – EN55015 Emissions and EN61547, EN61000-4-2,3,4,6,8 Immunity.

### Luminaire Useful Life

Refer to IES files for energy consumption and delivered lumens for each option. Based on ISTMT in situ thermal testing in accordance with UL1598 and UL8750, System Reliability Tool, Advance data and LED manufacturer LM-80/TM-21 data, expected to reach 100,000 + hours with >L70 lumen maintenance @ 25°C. Luminaire Useful Life accounts for LED lumen maintenance AND all of these additional factors including: LED life, driver life, PCB substrate, solder joints, on/off cycles, burning hours and corrosion.

### Hardware

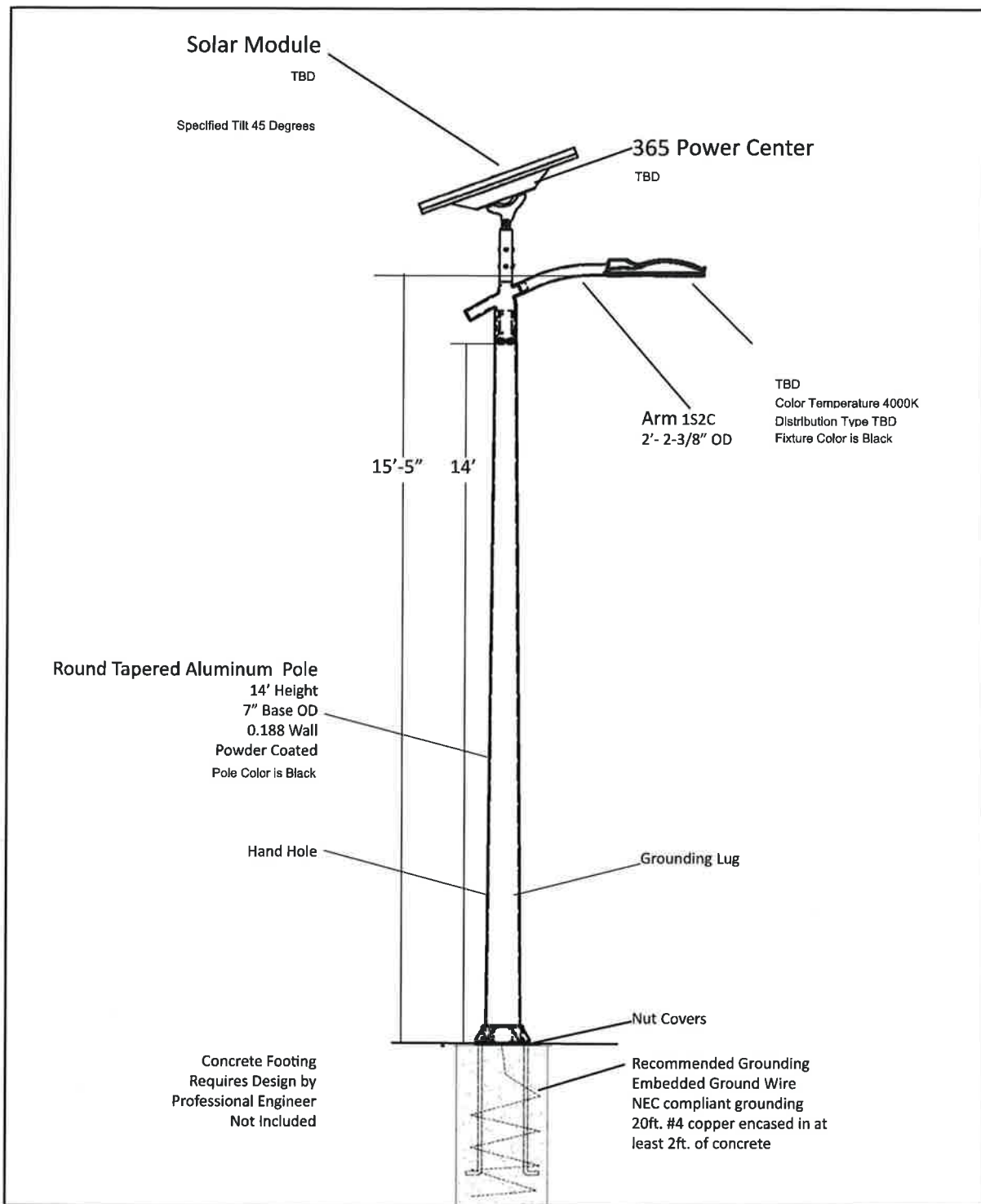
All exposed screws shall be complete with Ceramic primer seal to reduce seizing of the parts, also offers a high resistance to corrosion. All seals and sealing devices are made and/or lined with EPDM and/or silicone and/or rubber.

### Finish

Color in accordance with the AAMA 2603 standard. Application of polyester powder coat paint (4 mils/100 microns) with ± 1 mils/24microns of tolerance. The Thermosetting resins provides a discoloration resistant finish in accordance with the ASTM D2244 standard, as well as luster retention in keeping with the ASTM D523 standard and humidity proof in accordance with the ASTM D2247 standard. The surface treatment achieves a minimum of 5000 hours for salt spray resistant finish in accordance with testing performed and per ASTM B117 standard. LED products manufacturing standard Light emitting diodes (LEDs) are assembled in compliance with IEC61340-5-1 and ANSI/ESDS20.20 standards to eliminate ESD events that could decrease the useful life of the product.

### Vibration Resistance

The RFS meets the ANSI C136.31-2018, American National Standard for Roadway Luminaire Vibration specifications for Bridge/over pass applications. (Tested for 3G over 100,000 cycles by independent lab).



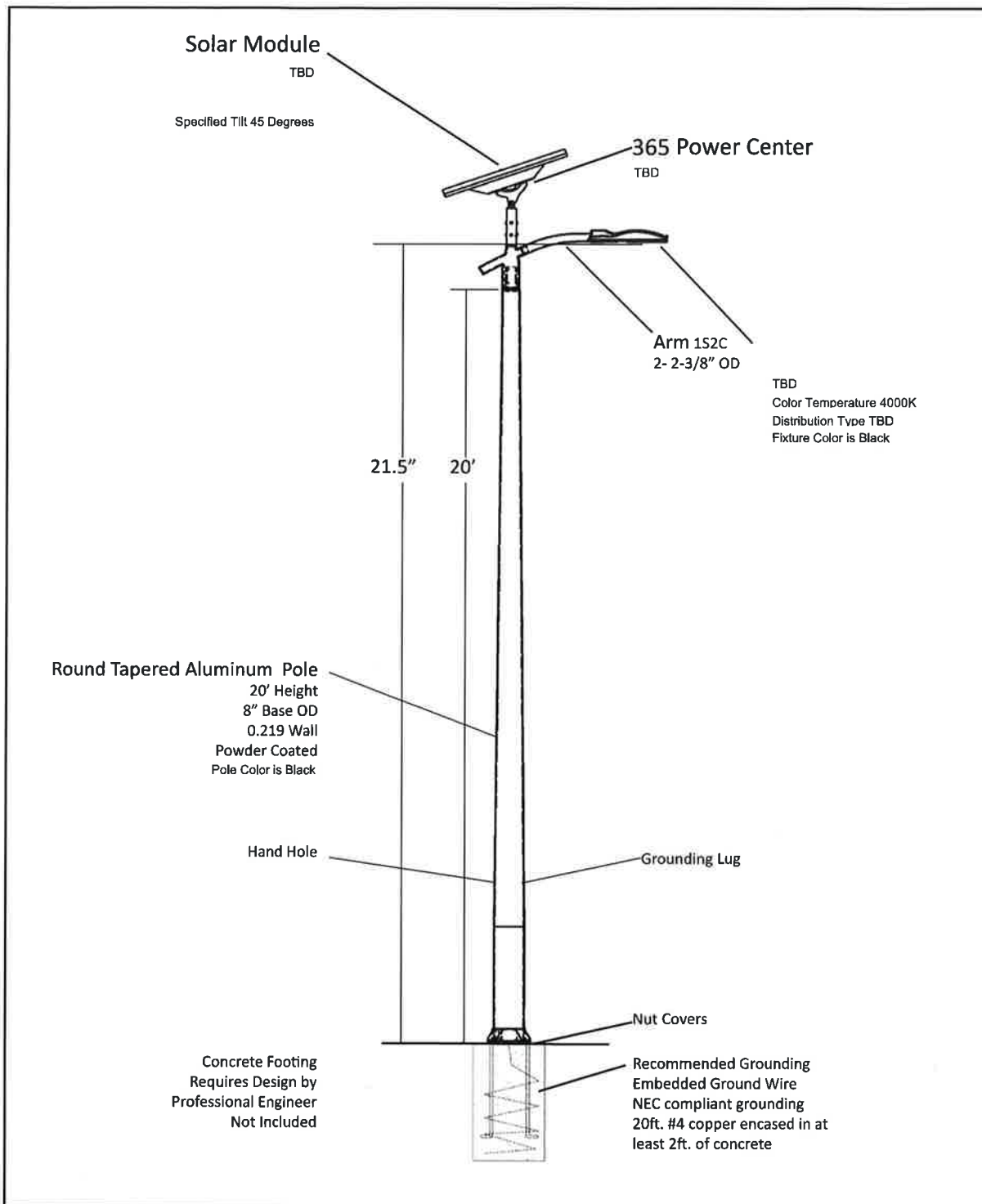
TOTAL TOP OF POLE ASSEMBLY - PANEL, MOUNTING, 365 POWER CENTER							
Solar Assembly	Weight - (Pounds)				EPA (Sq.Ft.)		
	1P	2P	3P	4P	10° Tilt	20° Tilt	45° Tilt
P140F-T1-HW-MC	102.73	113.31	123.89	134.48	2.67	3.89	7.45
P260F-T3-HW-MC	120.37	130.95	141.53	152.12	4.48	7.24	13.93
P305F-T4-HW-MC	120.37	130.95	141.53	152.12	4.48	7.38	14.36



## Ordering Selections

14' Pole

[ -	- 4K	-	- BK	-	- ]	-	- HW-MC	-	-	-	- BK
Fixture	Temp	Type	Color (Fixture)	HS	Solar-Mount	Option	Power Center	Tilt	Pole	Color (Pole)	



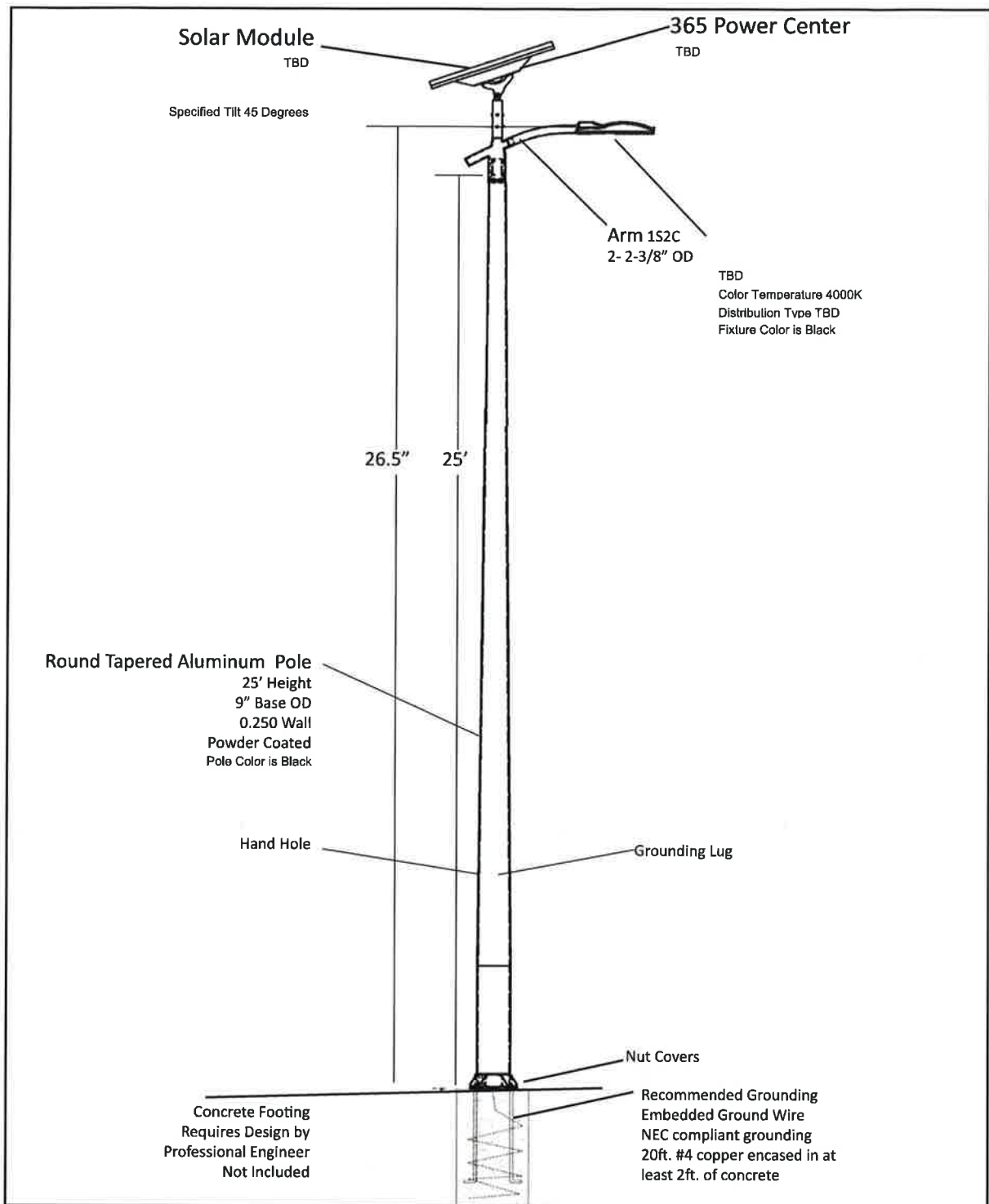
TOTAL TOP OF POLE ASSEMBLY - PANEL, MOUNTING, 365 POWER CENTER							
Solar Assembly	Weight - (Pounds)				EPA (Sq.Ft.)		
	1P	2P	3P	4P	10° Tilt	20° Tilt	45° Tilt
P140F-T1-HW-MC	102.73	113.31	123.89	134.48	2.67	3.89	7.45
P260F-T3-HW-MC	120.37	130.95	141.53	152.12	4.48	7.24	13.93
P305F-T4-HW-MC	120.37	130.95	141.53	152.12	4.48	7.38	14.36



20' Pole

## Ordering Selections

[ - ]	- 4K	-	- BK	-	-	-	- HW-MC	-	-	-	- BK
Fixture	Temp	Type	Color (Fixture)	HS	Solar-Mount	Option	Power Center	Tilt	Pole	Color (Pole)	



TOTAL TOP OF POLE ASSEMBLY - PANEL, MOUNTING, 365 POWER CENTER							
Solar Assembly	Weight - (Pounds)				EPA (Sq.Ft.)		
	1P	2P	3P	4P	10° Tilt	20° Tilt	45° Tilt
P140F-T1-HW-MC	102.73	113.31	123.89	134.48	2.67	3.89	7.45
P260F-T3-HW-MC	120.37	130.95	141.53	152.12	4.48	7.24	13.93
P305F-T4-HW-MC	120.37	130.95	141.53	152.12	4.48	7.38	14.36

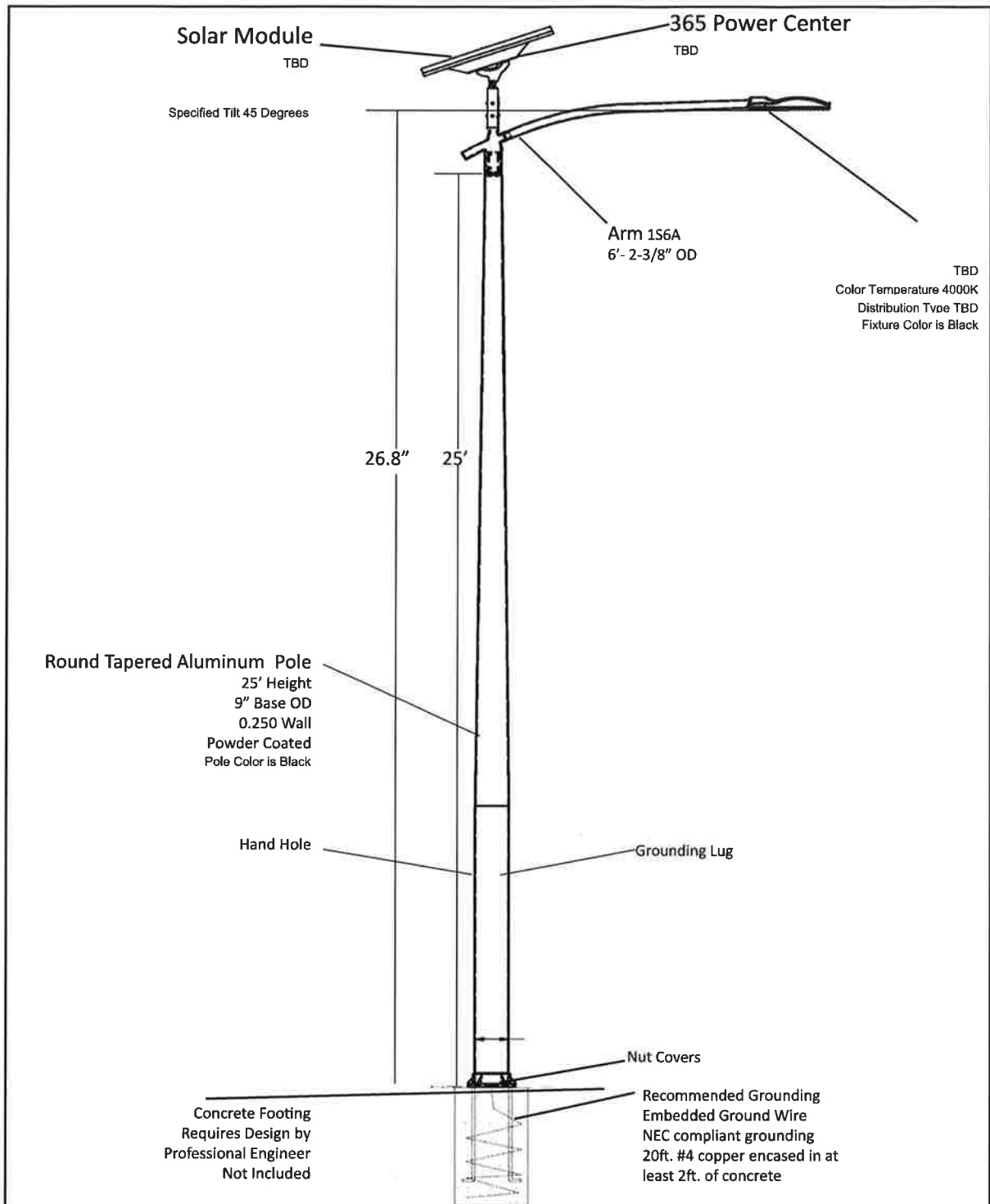


25' Pole-2' Arm

## Ordering Selections

[-	- 4K	-	- BK	-	]-[	-	- HW-MC	-	-	]-	-	- BK
Fixture	Temp	Type	Color (Fixture)	HS	Solar-Mount	Option	Power Center	Tilt	Pole	Color (Pole)		





TOTAL TOP OF POLE ASSEMBLY - PANEL, MOUNTING, 365 POWER CENTER							
Weight - (Pounds)				EPA (Sq.Ft.)			
Solar Assembly	1P	2P	3P	4P	10° Tilt	20° Tilt	45° Tilt
P140F-T1-HW-MC	102.73	113.31	123.89	134.48	2.67	3.89	7.45
P260F-T3-HW-MC	120.37	130.95	141.53	152.12	4.48	7.24	13.93
P305F-T4-HW-MC	120.37	130.95	141.53	152.12	4.48	7.38	14.36



**FONROCHE**  
lighting AMERICA

25' Pole-6' Arm

## Ordering Selections

[ - ]	- 4K	-	- BK	-	- ]	-	- HW-MC	-	-	- ]	-	- BK
Fixture	Temp	Type	Color (Fixture)	HS	Solar-Mount	Option	Power Center	Tilt	Pole	Color (Pole)		

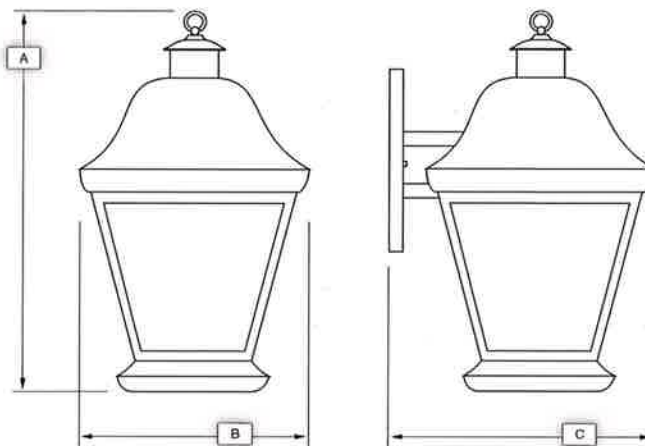


## MADRID



Catalog #		Type
Project		
Description		Date

### ARM MOUNT



#### Standard Features

##### Material

Paintlok sheet; Standard Powdercoat Finish, White Acrylic Lens; .125 thickness, ETL Wet Location.

##### Installation

Mounting/wireway hole in center of backplate. Supplied with standard mounting hardware to mount to a 4" J-box or plaster ring.

##### Optics\*

Contact Evergreen Lighting for complete photometrics.

#### LED Features

##### LED

Alta LED #AL-R-1W-30LED array to be mounted onto an Aluminum MPCB Board configured to the proper wattage. The LED arrays will be centered within the Lens area and mounted on a white aluminum reflective plate.

##### Driver

Specific Drivers will be matched with each different LED array configuration/wattage.

Standard Driver Features:

- Constant Current
- 3 / 5 year warranty
- 120/277 multi-voltage power supplies
- Kelvin - 2700K, 3000K, 3500K, 4100K, 5000K

#### Fluorescent Features

##### Ballast

SC programmed electronic high power factor ballast, multivoltage 120V/277V. Lamps not included

#### Finishes

##### Ballast

Architectural Bronze (AB)	Textured Gold (TG)
Textured Bronze (TBR)	Metallic Nickel (MN)
Matte Black (MBK)	Textured Verde Patina (TVP)
Semi Gloss Black (GBK)	Satin Brass (SB)
Textured Black (TBK)	Copper Vein (CV)
Textured Rust (TR)	Gold Vein (GV)
Matte White (MW)	Silver Vein (SV)
Textured White (TW)	Chrome (CH)
Gloss White (GW)	Oil Rubbed Bronze (ORB)
Metallic Grey (MG)	

#### Options\*

Emergency (EMR)	Special Lens
Photocell (PC)	Incandescent
Lamp Sources	
Size Modifications	
Vandal Proof Enclosure (VPE)	

Sample Spec Number: MAD2103Q-AB-A

Part #	Lamp/Watts	Lumens	A	B	C
MAD2103Q	13Q	800	18	9	10 3/4
MAD2105T	26T	1800	18	9	10 3/4
MAD2204Q	2-13Q	1600	18	9	10 3/4
MAD2205	26Q	1800	18	9	10 3/4
MAD2111	32T	2200	20 1/2	10	12
MAD2304Q	2-13Q	1600	20 1/2	10	12
MAD2306	2-26Q	3600	20 1/2	10	12
MAD2322	42T	3200	20 1/2	10	12
MAD2106L	6LED	600	18	9	10 3/4
MAD2110L	10LED	1000	18	9	10 3/4
MAD2212L	12LED	1200	18	9	10 3/4
MAD2220L	20LED	2000	20 1/2	10	12
MAD2324L	24LED	2400	20 1/2	10	12
MAD2340L	40LED	4000	20 1/2	10	12
<b>DARK SKY</b>					
MAD2109LS	9LED	900	18	9	10 3/4
MAD2215LS	15LED	1500	18	9	10 3/4
MAD2320LS	20LED	2000	20 1/2	10	12

#### Evergreen Lighting

1379 Ridgeway Street, Pomona, CA 91768

Ph: 909-865-5599 Fax: 909-865-5539

www.evergreenlighting.com

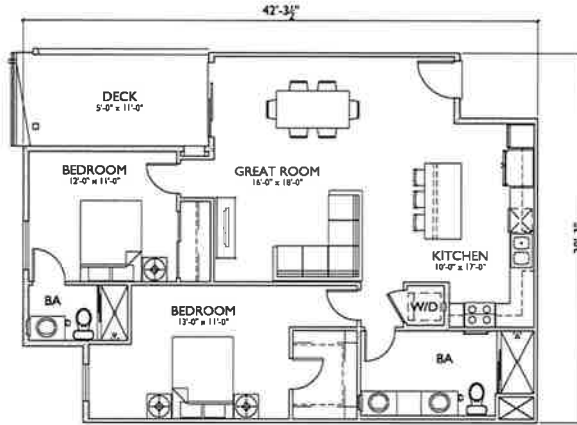
\*Consult Factory

MADE IN CALIFORNIA

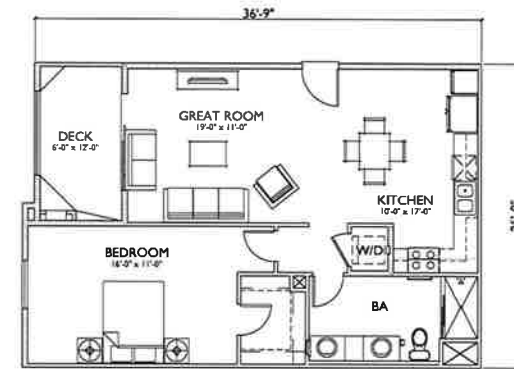


## **Attachment 13**

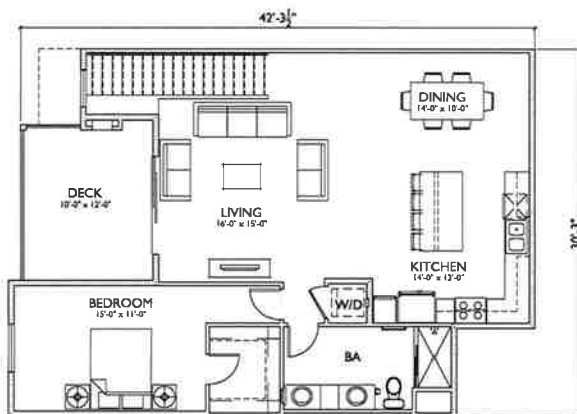
### **Building Elevations and Floor Plans Dated February 19, 2021**



PLAN 3: 2BD/2BA  
TOTAL 1039 S.F.



PLAN 1: 1BD/1BA  
TOTAL 793 S.F.

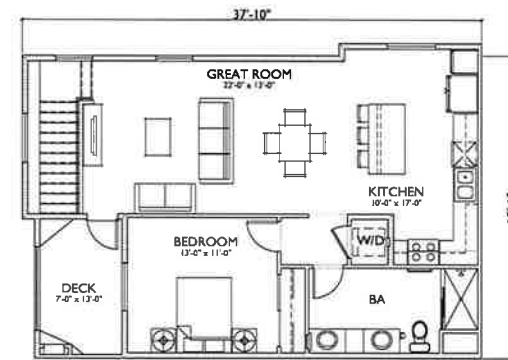


SECOND FLOOR

PLAN 4: 2BD/2BA  
1ST FLR - 300 S.F.  
2ND FLR - 980 S.F.  
TOTAL 1280 S.F.

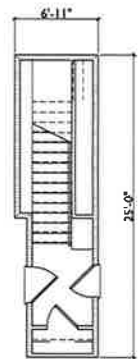


FIRST FLOOR



SECOND FLOOR

PLAN 2: 1BD/1BA  
1ST FLR - 133 S.F.  
2ND FLR - 746 S.F.  
TOTAL 879 S.F.



FIRST FLOOR

FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

LOT 16 APARTMENTS

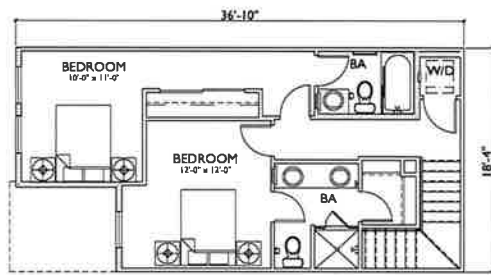
FEBRUARY 19, 2021

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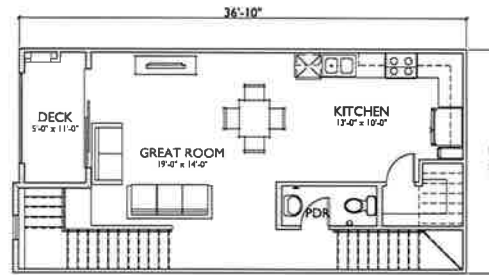
UNIT PLANS



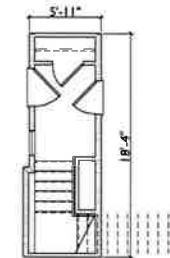
5256 S. Mission Road, Ste 404  
Bonsall, CA 92003  
760.724.1198 summarch.com



THIRD FLOOR

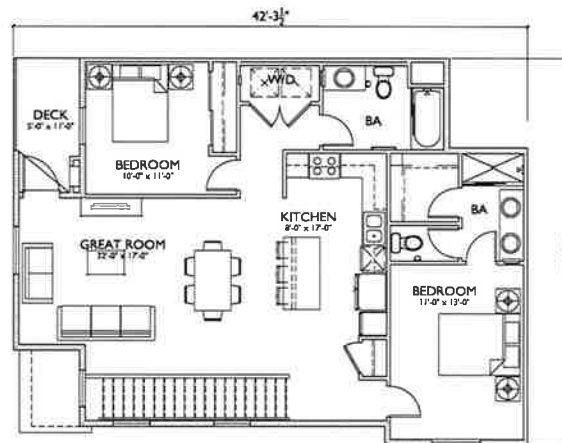


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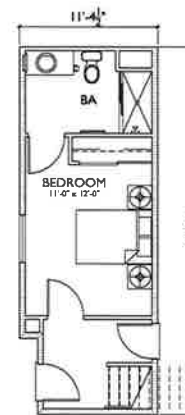


FIRST FLOOR

PLAN 5:	2BD/2.5BA
1ST FLR -	92 S.F.
2ND FLR -	561 S.F.
3RD FLR -	554 S.F.
TOTAL	1207 S.F.

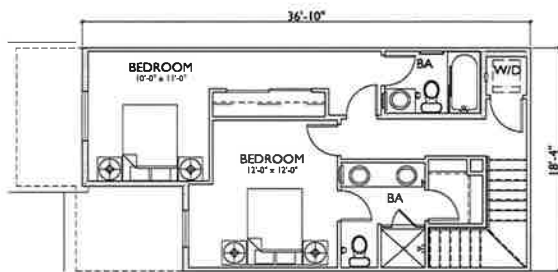


SECOND FLOOR

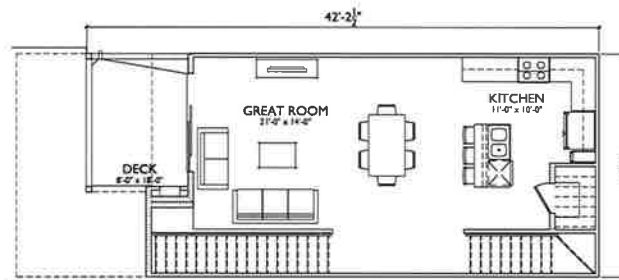


FIRST FLOOR

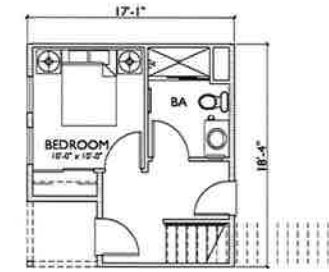
PLAN 6:	3BD/3BA
1ST FLR -	297 S.F.
2ND FLR -	1081 S.F.
TOTAL	1378 S.F.



THIRD FLOOR



SECOND FLOOR



FIRST FLOOR

PLAN 7:	3BD/3BA
1ST FLR -	255 S.F.
2ND FLR -	581 S.F.
3RD FLR -	554 S.F.
TOTAL	1390 S.F.

FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

LOT 16 APARTMENTS

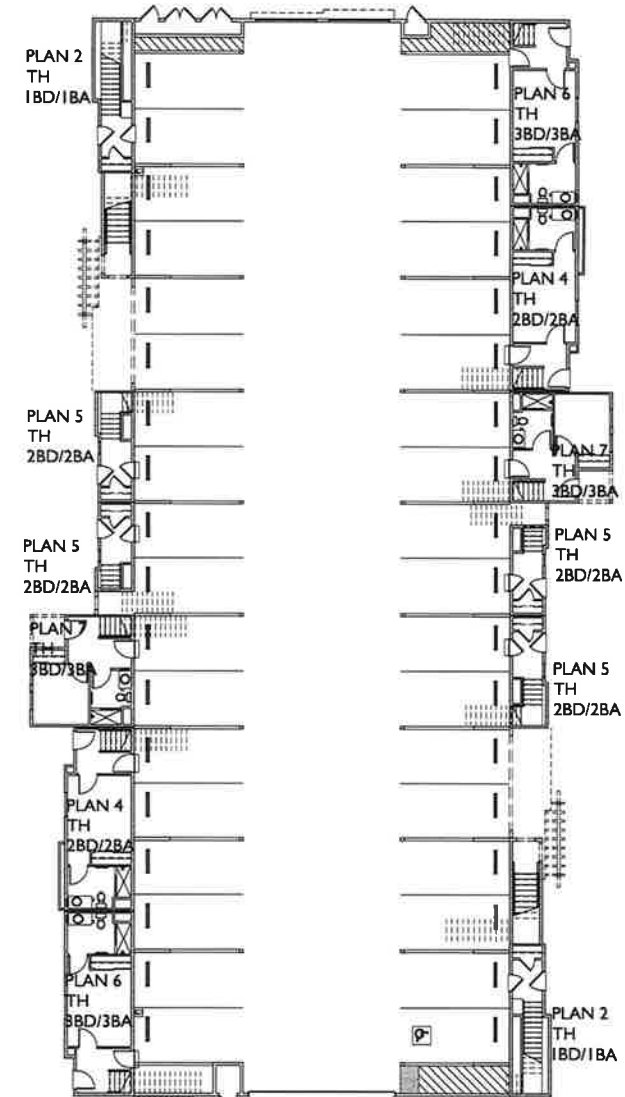
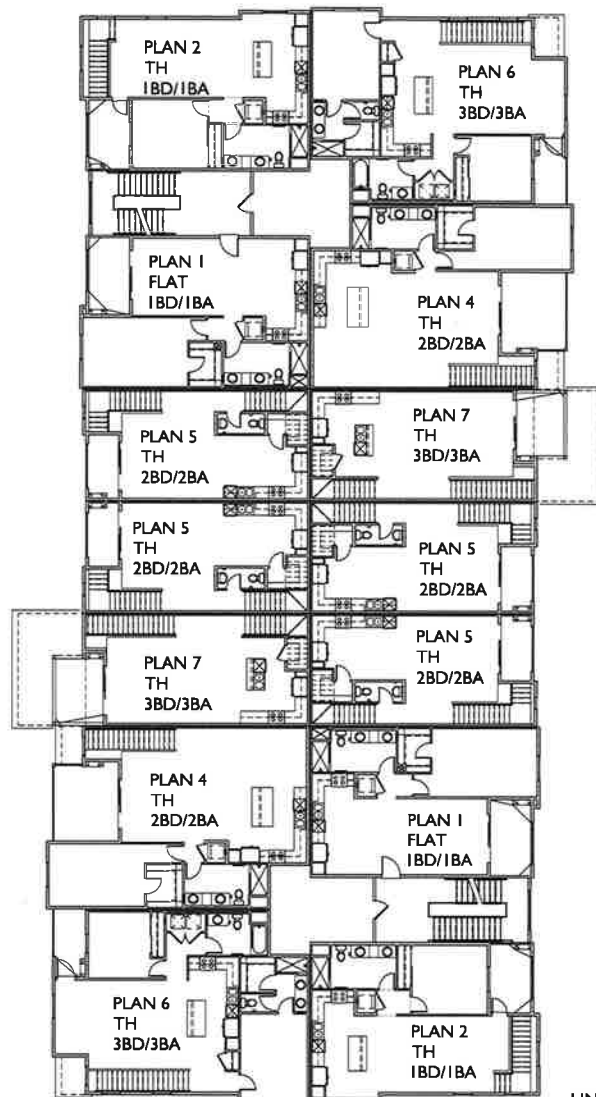
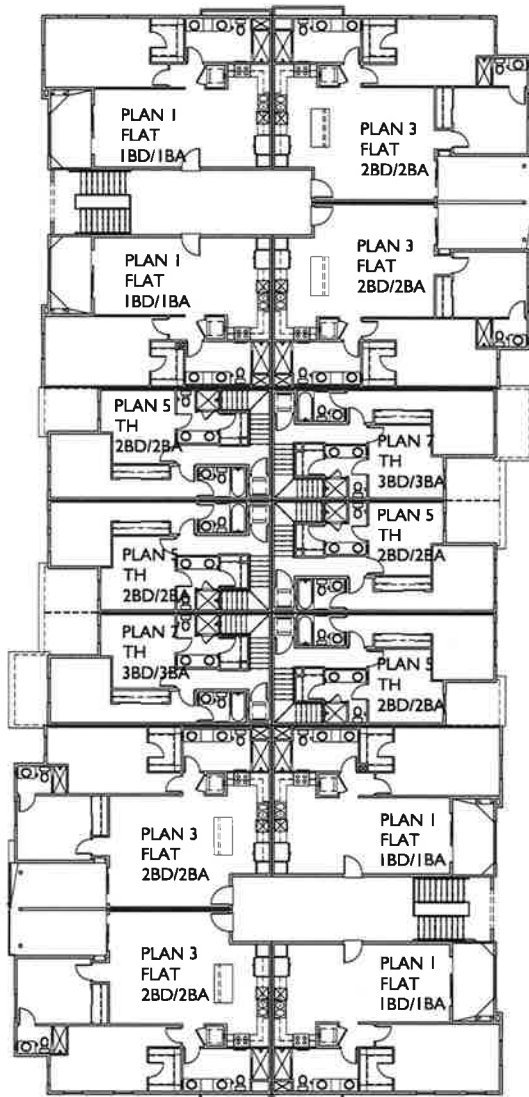
FEBRUARY 19, 2021

SCALE: 0 4 8 12

UNIT PLANS



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UNIT MIX			
PLAN 1	F-1BD/1BA	793 SF	6
PLAN 2	TH-1BD/1BA	879 SF	2
PLAN 3	F-2BD/2BA	1039 SF	4
PLAN 4	TH-2BD/2BA	1280 SF	2
PLAN 5	TH-2BD/2BA	1207 SF	4
PLAN 6	TH-3BD/3BA	1378 SF	2
PLAN 7	TH-3BD/2BA	1390 SF	2
TOTAL			22

FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
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LOT 16 APARTMENTS

FEBRUARY 19, 2021

SCALE: 0 8 16 24

BUILDING A COMPOSITE



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REAR



RIGHT



LEFT



FRONT

#### MATERIAL SCHEDULE

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 2 X 6 RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - SIDING
- 5 TRIM - 2X STUCCO OVER
- 6 METAL RAILING
- 7 DECORATIVE METAL AWNING
- 8 DECORATIVE POTSHELF
- 9 DECORATIVE SHUTTERS
- 10 DECORATIVE GABLE ACCENT
- 11 DECORATIVE TRELLIS

FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
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LOT 16 APARTMENTS

FEBRUARY 19, 2021

SCALE: 0 8 16 24

BUILDING A ELEVATIONS



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LOT 16 APARTMENTS

FEBRUARY 19, 2021

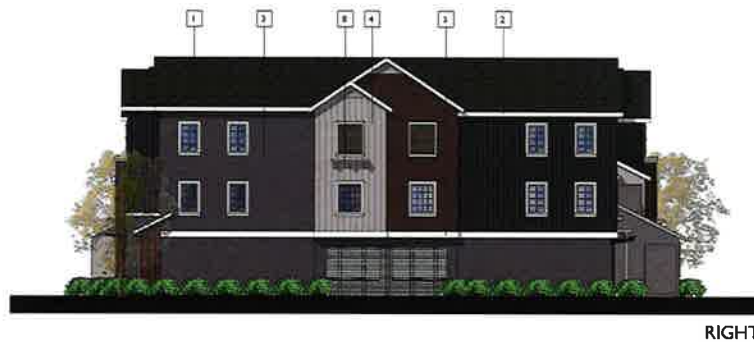
SCALE:

BUILDING A PERSPECTIVES



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#### MATERIAL SCHEDULE

- |    |                            |
|----|----------------------------|
| 1  | ROOF - CONCRETE TILE       |
| 2  | FASCIA - 2 X 6 RESAWN WOOD |
| 3  | WALL - STUCCO              |
| 4  | WALL - SIDING              |
| 5  | TRIM - 2X STUCCO OVER      |
| 6  | METAL RAILING              |
| 7  | DECORATIVE METAL AWNING    |
| 8  | DECORATIVE POTSHLF         |
| 9  | DECORATIVE SHUTTERS        |
| 10 | DECORATIVE GABLE ACCENT    |
| 11 | DECORATIVE TRELLIS         |

FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
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LOT 16 APARTMENTS

FEBRUARY 19, 2021

SCALE: 0 8 16 24

BUILDING A-ALT ELEVATIONS



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**FOLSOM, CA**

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

**LOT 16 APARTMENTS**

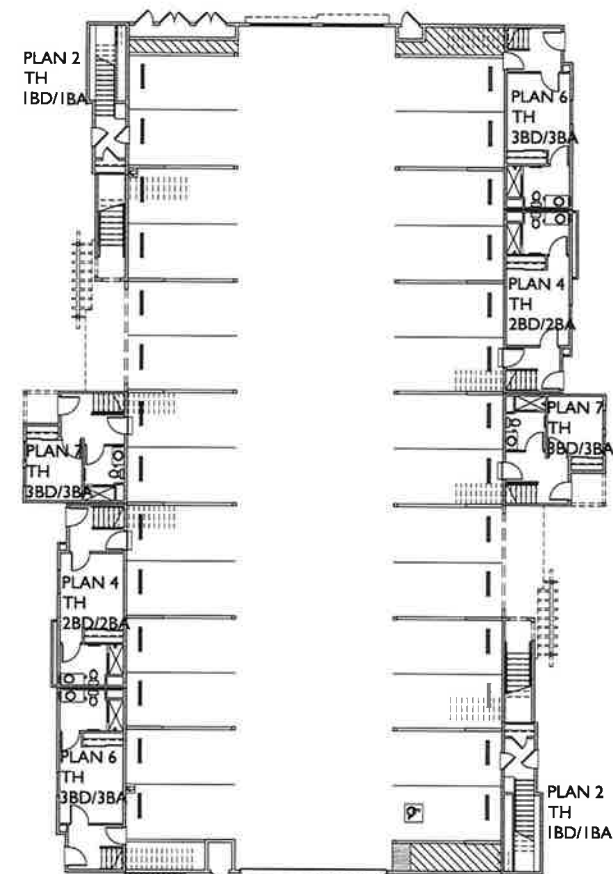
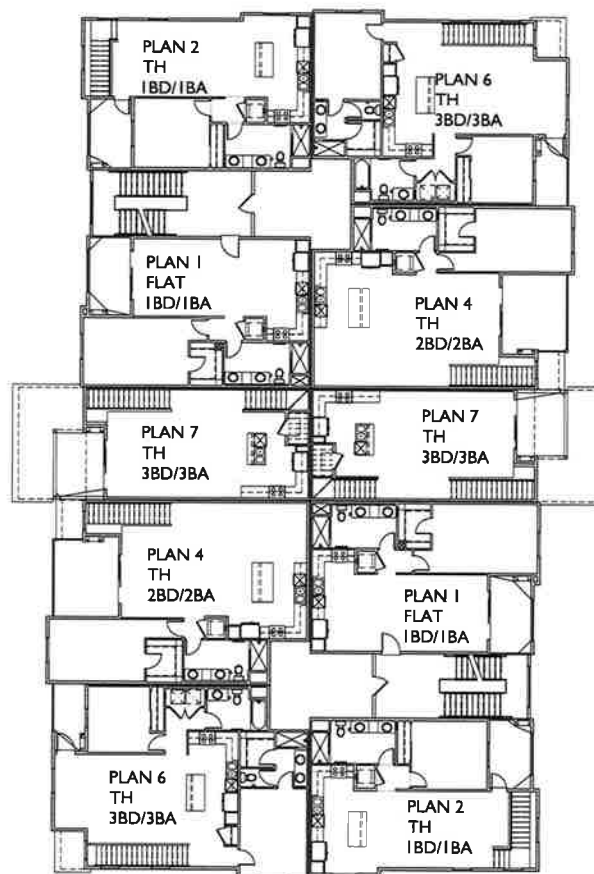
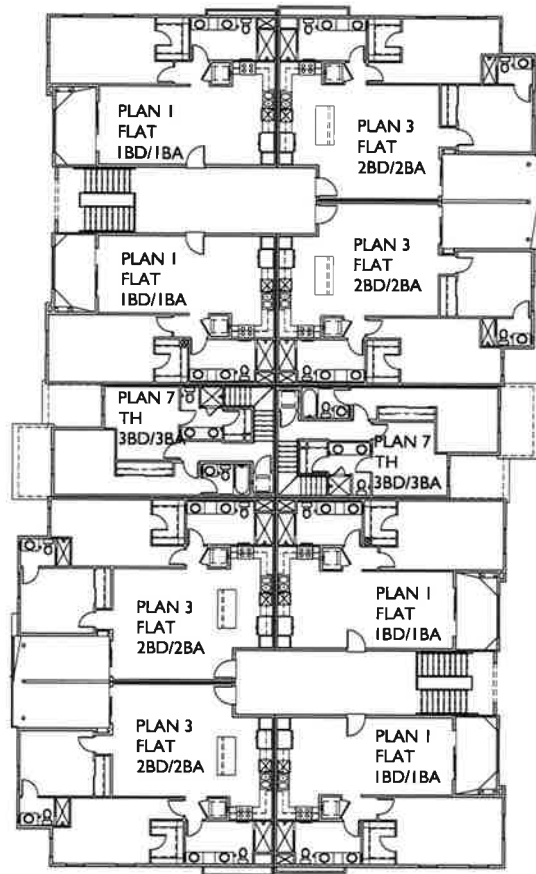
FEBRUARY 19, 2021

SCALE:

**BUILDING A-ALT PERSPECTIVES**



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UNIT MIX			
PLAN 1	F-1BD/1BA	793 SF	6
PLAN 2	TH-1BD/1BA	879 SF	2
PLAN 3	F-2BD/2BA	1039 SF	4
PLAN 4	TH-2BD/2BA	1280 SF	2
PLAN 6	TH-3BD/3BA	1378 SF	2
PLAN 7	TH-3BD/2BA	1390 SF	2
TOTAL			18

FOLSOM, CA

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LOT 16 APARTMENTS

FEBRUARY 19, 2021  
SCALE: 0 8 16 24

BUILDING B COMPOSITE



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REAR



RIGHT



LEFT



FRONT

#### MATERIAL SCHEDULE

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 2 X 6 RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - SIDING
- 5 TRIM - 2X STUCCO OVER
- 6 METAL RAILING
- 7 DECORATIVE METAL AWNING
- 8 DECORATIVE POTSHelf
- 9 DECORATIVE SHUTTERS
- 10 DECORATIVE GABLE ACCENT
- 11 DECORATIVE TRELLIS

FOLSOM, CA

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LOT 16 APARTMENTS

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SCALE: 0 8 16 24

BUILDING B ELEVATIONS



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LOT 16 APARTMENTS

FEBRUARY 19, 2021

SCALE:

BUILDING B PERSPECTIVE



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ENHANCED ELEVATIONS ALONG WHITE ROCK ROAD - WEST



ENHANCED ELEVATIONS ALONG WHITE ROCK ROAD - EAST

FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

LOT 16 APARTMENTS

FEBRUARY 19, 2021

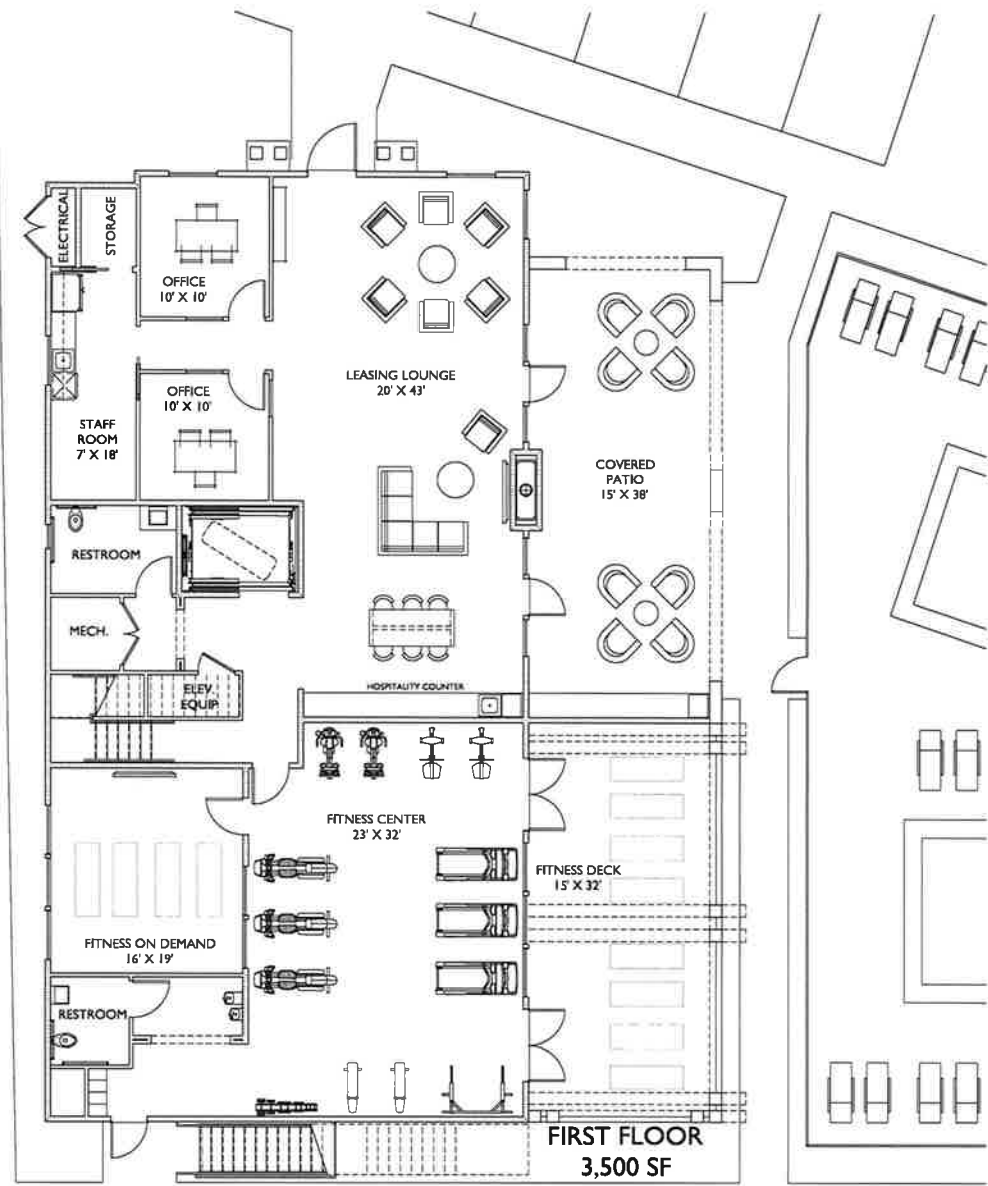
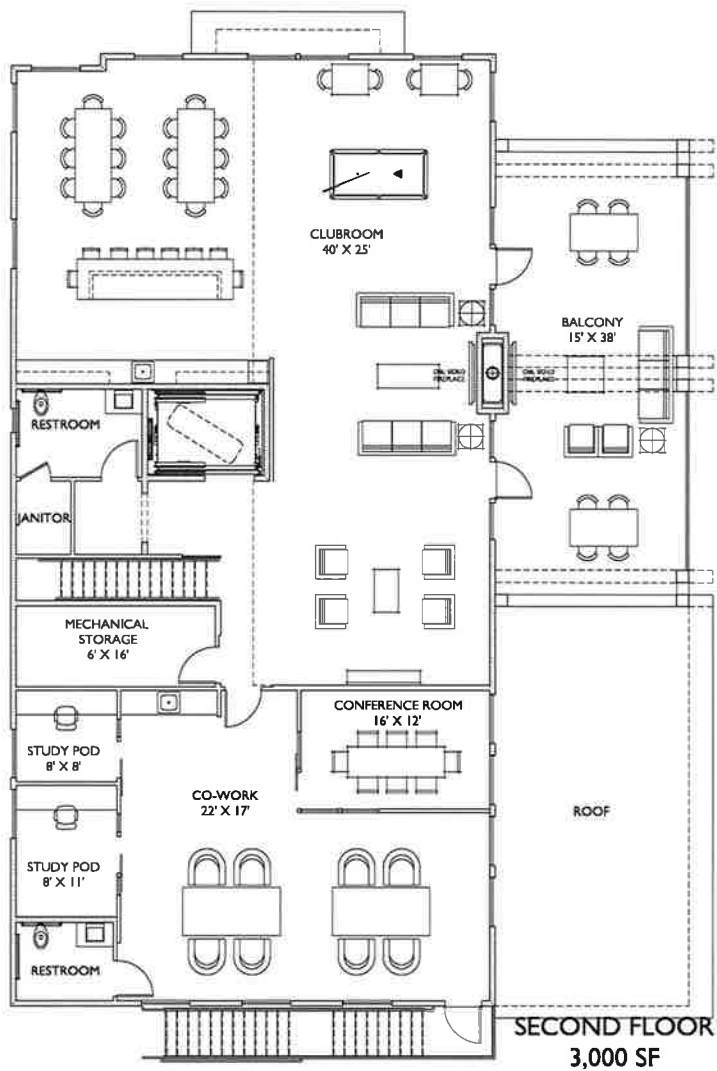
SCALE:

STREET PERSPECTIVES



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FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

LOT 16 APARTMENTS

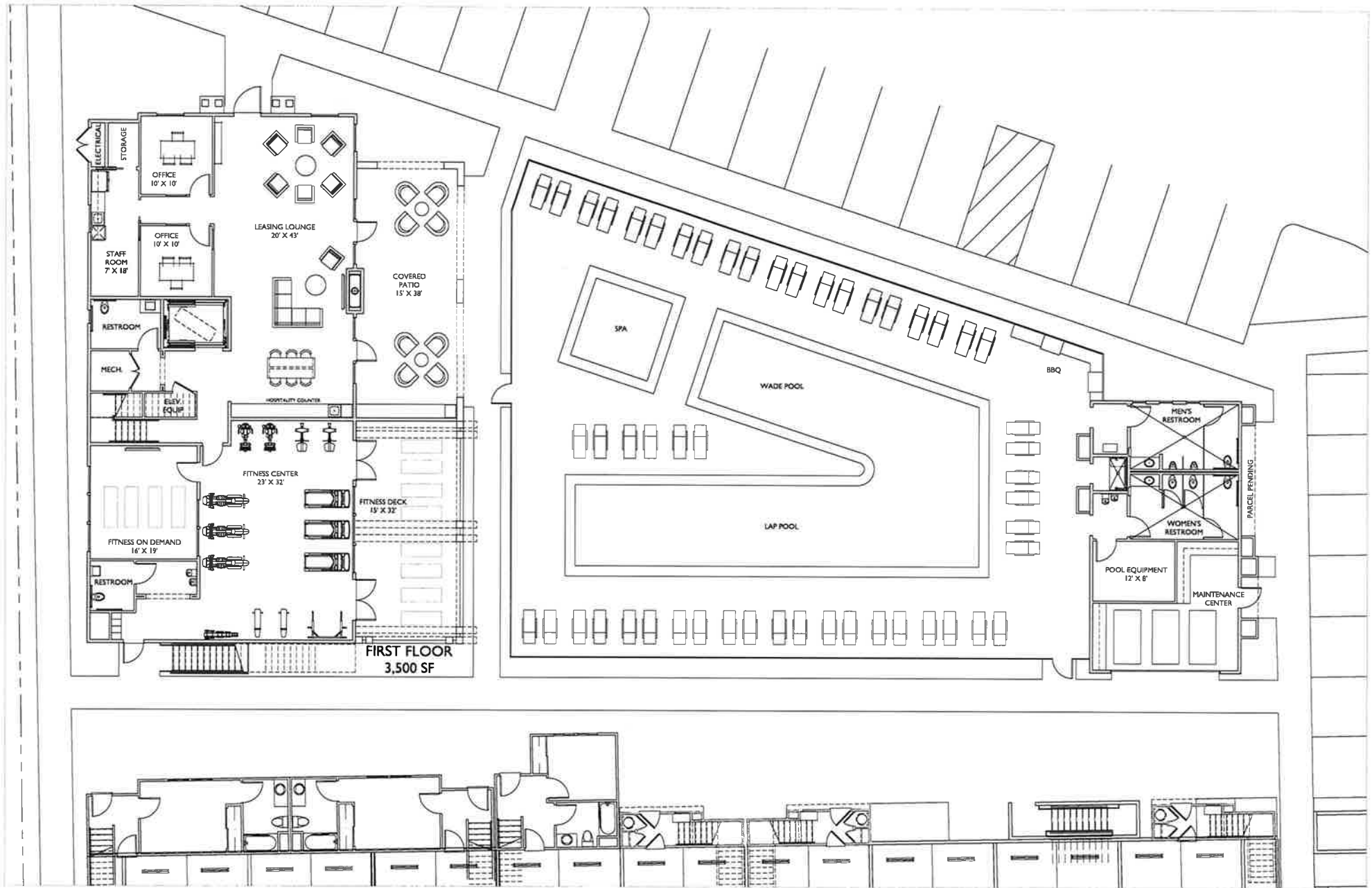
FEBRUARY 19, 2021

SCALE: 0 4 8 12

CONCEPTUAL REC PLANS



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FOLSOM, CA

VAN DAELE HOMES  
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951-354-2121

LOT 16 APARTMENTS

FEBRUARY 19, 2021

SCALE 0' 5' 10' 15'

CONCEPTUAL POOL PLAN



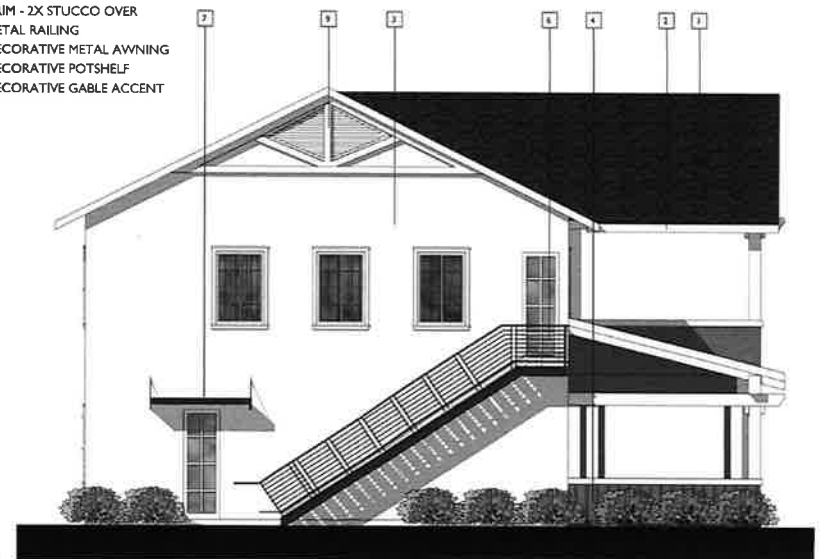
5256 S. Mission Road, Ste 404  
Bonsall, CA 92003  
760.724.1198 summarch.com

# MATERIAL SCHEDULE

- 1 ROOF - CONCRETE TILE
- 2 FASCIA - 2 X 6 RESAWN WOOD
- 3 WALL - STUCCO
- 4 WALL - SIDING
- 5 TRIM - 2X STUCCO OVER
- 6 METAL RAILING
- 7 DECORATIVE METAL AWNING
- 8 DECORATIVE POTSHelf
- 9 DECORATIVE GABLE ACCENT



WEST



SOUTH



EAST



NORTH

FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

LOT 16 APARTMENTS

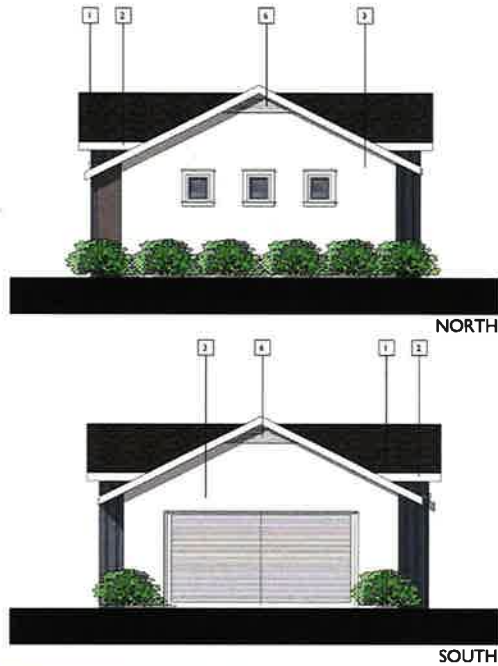
FEBRUARY 19, 2021

SCALE: 0 4 8 12

REC BUILDING ELEVATIONS



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#### MATERIAL SCHEDULE

- |   |                            |
|---|----------------------------|
| 1 | ROOF - CONCRETE TILE       |
| 2 | FASCIA - 2 X 6 RESAWN WOOD |
| 3 | WALL - STUCCO              |
| 4 | WALL - SIDING              |
| 5 | TRIM - 2X STUCCO OVER      |
| 6 | DECORATIVE GABLE ACCENT    |
| 7 | PARCEL PENDING             |



FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

LOT 16 APARTMENTS

FEBRUARY 19, 2021

SCALE: 0 4 8 12

POOL BUILDING ELEVATIONS



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FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

LOT 16 APARTMENTS

FEBRUARY 19, 2021

SCALE: 0 4 8 12

REC BUILDING PERSPECTIVES



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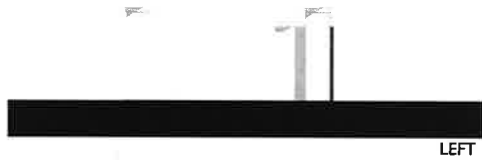




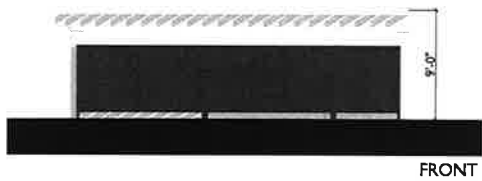
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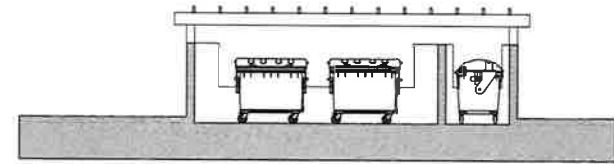
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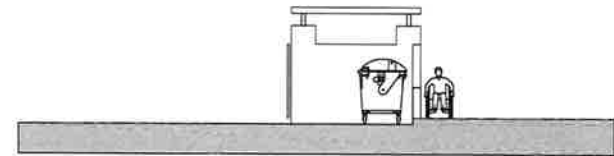
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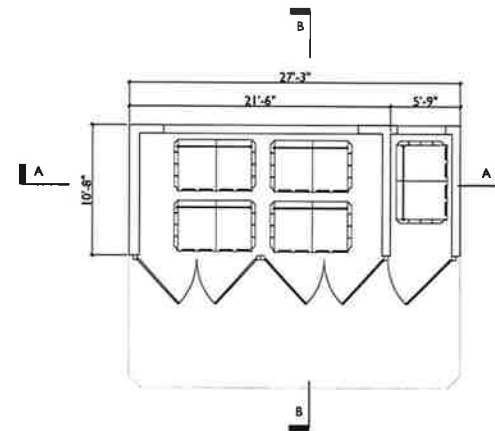
FRONT



SECTION A



SECTION B



TRASH PLAN

FOLSOM, CA

VAN DAELE HOMES  
NEWPORT BEACH : SAN RAMON : RIVERSIDE CA  
951-354-2121

LOT 16 APARTMENTS

FEBRUARY 19, 2021

SCALE: 0 4 8 12

TRASH ENCLOSURE



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## **Attachment 14**

### **Color and Materials Board**

# FOLSOM RANCH

MANUFACTURER:  
SHERWIN-WILLIAMS  
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## SCHEME A

STUCCO 1 / SIDING 1 ①



PURE WHITE SW 7005

STUCCO 2 ②



DOVETAIL SW 7018

SIDING 2 ③



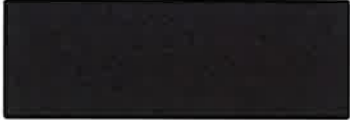
STORM CLOUD SW 6249

ACCENT 1 (SHUTTERS/DOORS) ④



SOMMELIER SW 7595

ACCENT 2 (METAL) ⑤

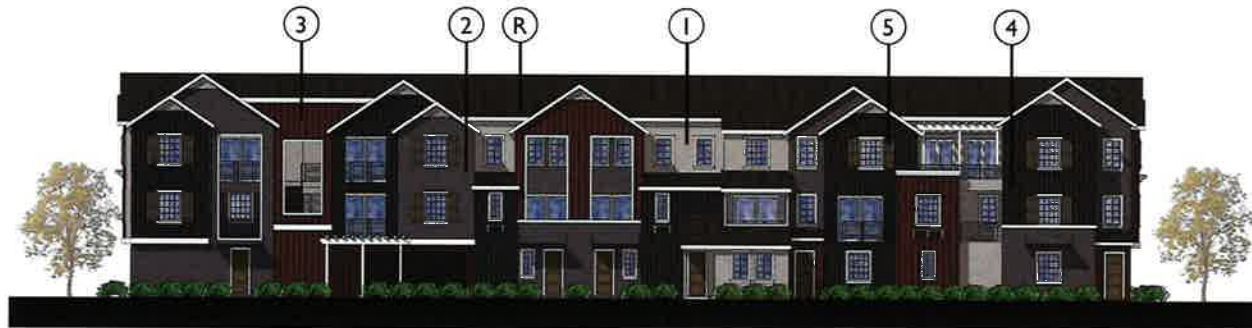


IRON ORE SW 7069

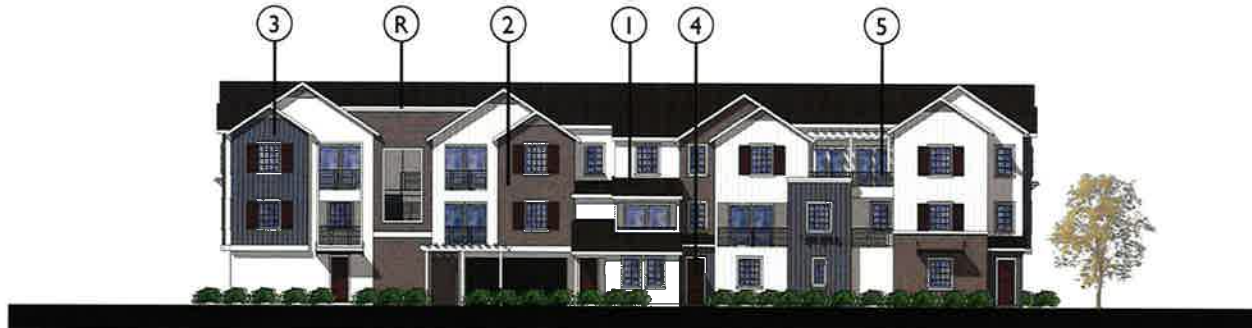
ROOF (R)



BEL AIR - DARK GRAY RANCE 4591



BUILDING A - SCHEME B



BUILDING B - SCHEME A



BUILDING A - SCHEME A

## SCHEME B

STUCCO 1 ①



LAZY GRAY SW 6254

STUCCO 2 ②



GRIZZLE GRAY SW 7068

SIDING 1 ③



SOMMELIER SW 7595

SIDING 2 / ACCENT 1 (METAL) ④



CYBERSPACE SW 7076

ACCENT 2 (SHUTTERS / DOORS) ⑤



HOMESTEAD BROWN SW 7515

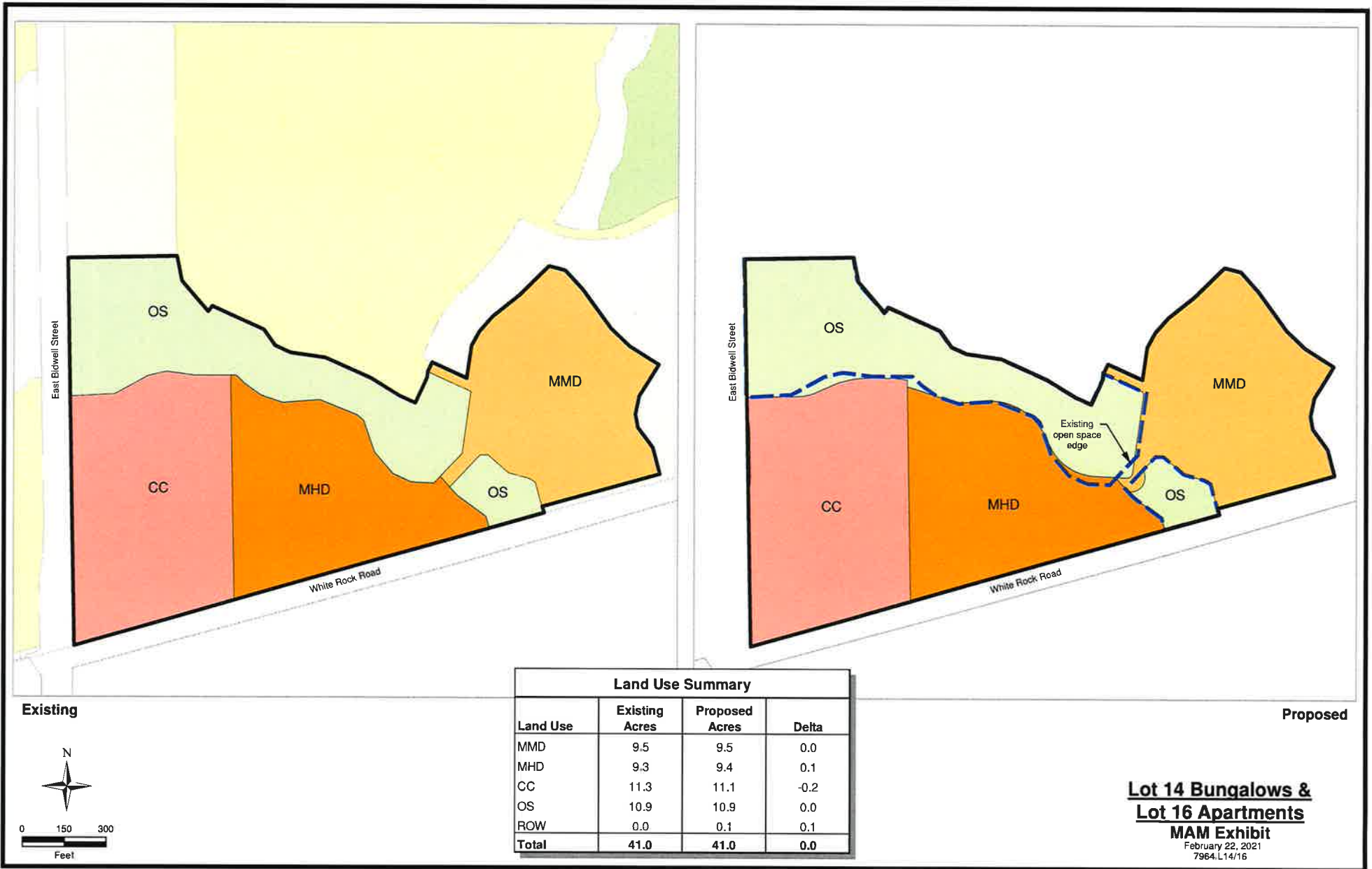
ROOF (R)



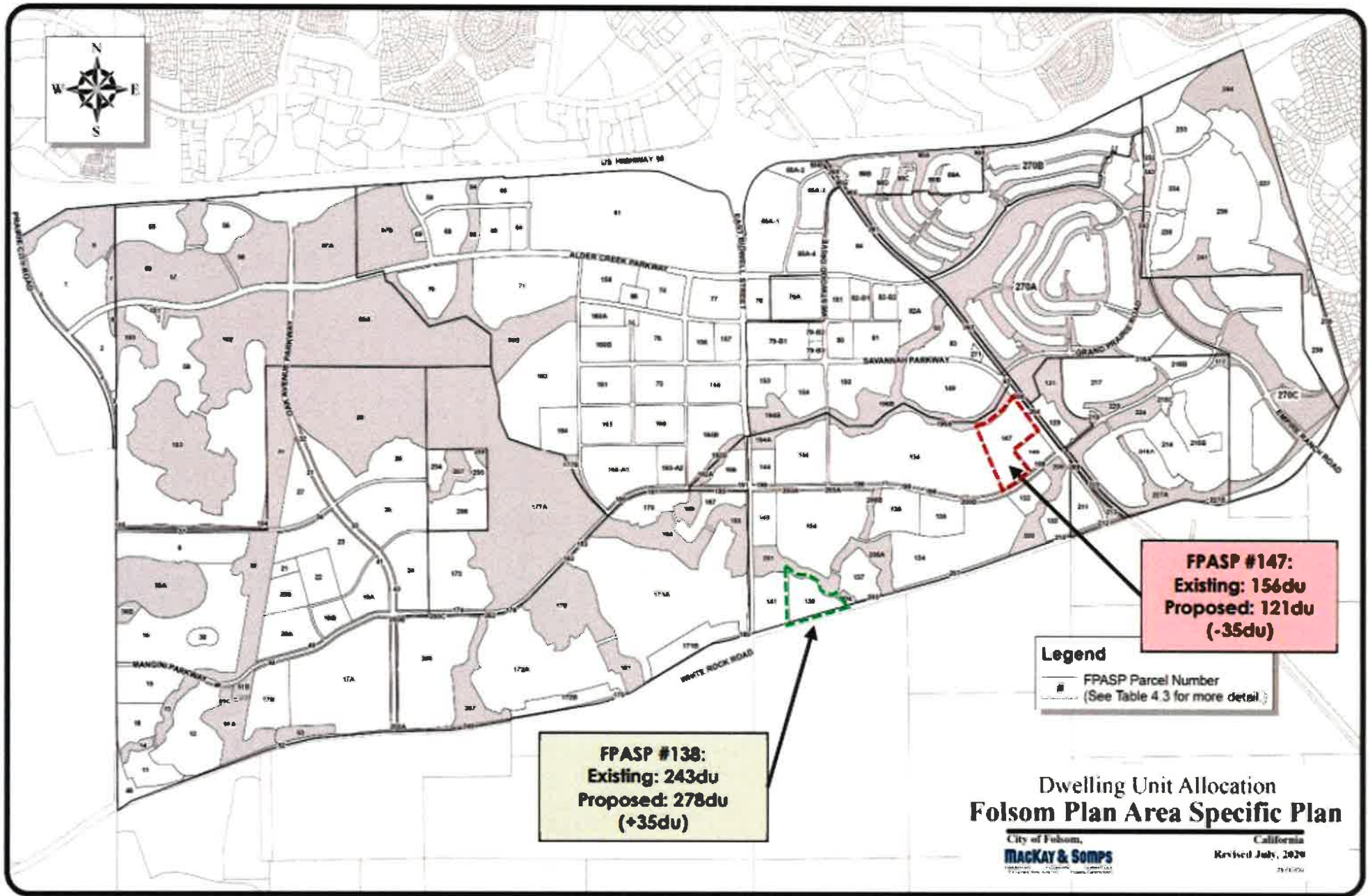
BEL AIR - DARK GRAY RANCE 4591

## **Attachment 15**

### **Minor Administrative Modification Exhibits**







## **Attachment 16**

### **Mangini Ranch Lot 16 Apartments Booklet**

## **Attachment 17**

### **Site Photographs**



















## **Attachment 18**

### **CEQA Exemption and Streamlining Analysis for the Mangini Ranch Lot 16 Apartments Project**

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis  
for Lot 16 Apartments (Mangini Ranch Phase 1 Lot 16)**

---

1. Application No: PN 20-263
2. Project Title: Lot 16 Apartments (Mangini Ranch Phase 1 Lot 16)
3. Lead Agency Name and Address:  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630
4. Contact Person and Phone Number:  
Scott Johnson, AICP, Planning Manager  
Community Development Department  
(916) 355-7222  
  
Steven Banks, Principal Planner  
Community Development Department  
(916) 355-7385
5. Project Location:  
9.3 acres located north of White Rock Road and east of East Bidwell Street  
APN: 072-3380-005 (9.3 acres, Folsom Real Estate South, LLC.)
6. Project Applicant's/Sponsor's Name and Address:  
CRP/VDH Folsom Ranch Owner, LLC.  
2430 Camino Ramon Ste. 125  
San Ramon, CA 94583
7. General Plan Designation: MHD
8. Zoning: SP-MHD
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:  
  
California Department of Fish and Wildlife (for Section 1602 agreement)  
Capital Southeast Connector Joint Powers Authority  
Central Valley Regional Water Quality Control Board  
Folsom-Cordova Unified School District  
Sacramento Metropolitan Air Quality Management District

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## I. INTRODUCTION

The Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16) development proposal (project or Project) is located in the Folsom Plan Area Specific Plan (FPASP) area. As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, the Lot 16 Apartments development is eligible for the exemption from review under the California Environmental Quality Act<sup>1</sup> (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines<sup>2</sup> section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

Because the Project is exempt from CEQA, the City is not required to provide the following CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 to disclose the City’s evidence and reasoning for determining the project’s consistency with the Folsom Plan Area Specific Plan (“FPASP”) and eligibility for the claimed CEQA exemption.

## II. PROJECT DESCRIPTION

### A. PROJECT OVERVIEW

The Lot 16 Apartments project proposes the development of 278 attached multi-family residential units on 9.3-acre project site in Mangini Ranch Phase 1. Residential units will be arranged in thirteen apartment buildings with 18 to 22 units each. The project will be a market-rate rental community with one to three-bedroom apartments ranging from 785 to 1,440 square feet. A 6,500 square foot leasing office/private clubhouse is planned to include amenities such as a leasing office, fitness center, office space, conference room, study pods, game room, patio space, and restrooms. An outdoor pool and patio area are planned adjacent to the clubhouse.

The requested land use entitlements for the Lot 16 Apartments project are:

- (1) Design Review;
- (3) Minor Administrative Modification – Minor Land Use Boundary Refinements; and
- (4) Minor Administrative Modification – Transfer of Development Rights – Dwelling Units Transferred Between Parcels.

<sup>1</sup> California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter “CEQA”).

<sup>2</sup> The Guidelines for the Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter “CEQA Guidelines” or “Guidelines”).

A Minor Administrative Modification (MAM) is requested to refine the boundaries of the open space (OS), commercial (CG), and residential (MHD) (project site) parcels to meet City public works standards for roadway design, maximize development efficiencies, preserve natural resources, and accommodate public trails. There is no change in overall total Measure W open space with the proposed minor modification.

The holding capacity under existing plans and zoning for this parcel (FPASP #138) is 243 residential units. The holding capacity for FPASP parcel #147 is 156 dwelling units. A transfer of 35 residential units from #147 to this parcel (#138) ( $243 + 35 = 278$  for parcel #138 and  $156 - 35 = 121$  for parcel # 147) are the subject of the proposed Minor Administrative Amendment – Transfer of Development Rights. No change to the overall FPASP unit allocation, total population, will occur. The proposed project does not affect the overall amount of non-residential development in the FPASP.

Infrastructure to serve the Project is proximate and available to the site.

The Lot 16 Apartments project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018). No deviations from the FPASP Appendix A: Development Standards are sought with this application.

## B. PROJECT LOCATION

The Project site consists of a 9.3-acre parcel in the FPASP plan area that is within the approved Mangini Ranch Phase 1 development area, south of U.S. Highway 50 and west of Placerville Road. The project site is known as Mangini Ranch Phase 1 Lot 16.

East Bidwell Street and Hummingbird Circle (from Mangini Parkway) provide access to the site. Public street access would be provided at proposed Street A which is located on the north side of the site and connects to East Bidwell Street and Hummingbird Circle. Adjacent to the project is the Mangini Ranch Phase 1, Creekstone and Toll Brothers subdivisions at Folsom Ranch, which are under construction.

The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development. The Specific Plan zoning for the Project site is Multi-Family High Density (SP-MHD).

See the Lot 16 Apartments Project Narrative for exhibits of the proposed project and surrounding land uses.

## **C. EXISTING SITE CONDITIONS**

Currently, the 9.3-acre project site is undeveloped. There are no native trees located within the bounds of the project site, therefore no trees are proposed for removal with this application.

## **D. CONSISTENCY WITH THE FPASP**

The Project is consistent with and aims to fulfill the specific policies and objectives in the Folsom Plan Area Specific Plan. An analysis of the proposed project's consistency with the FPASP is provided in Exhibit 3, the Applicant's FPASP Policy Consistency Analysis.

### **1. Land Use Designation and Unit Types**

The application intends to develop Mangini Ranch Phase 1 Lot 16 (as shown and described in the Project Narrative) as a Multi-Family High Density (MHD) Residential site, consistent with the FPASP. Site Design Review and Design Review-MF Architecture entitlements are sought with this application.

Lots 18 (GC) and 33 (OS) are shown on the preliminary grading/infrastructure exhibits due to the planned extension of an off-site roadway (access to East Bidwell Street) and off-site Class I trail in the OS parcel. The boundary between the OS parcel and the development parcels is the subject of a Minor Administrative Modification (MAM) (described above) to refine the boundaries between the development parcels and the open space parcel.

Development of the commercial parcel, Lot 18, is not a part of this application.

The Lot 16 Apartments project proposes to create 278 attached, multi-family market-rate rental residential units. The FPASP defines the MHD residential designation to include "apartments, condominiums, and townhomes." (FPASP, p. 4-15.) Therefore, land which is designated SP-MHD can be developed as attached, multi-family residential units in conformance with the FPASP.

The attached, multi-family market-rate rental residential units proposed by the Lot 16 Apartments project are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.)

In summary, the proposed land use and the density of residential use proposed for the Lot 16 Apartments are consistent with the FPASP.

### **2. Circulation**

The Lot 16 Apartments includes vehicular access to the Project via Street A located at the Project's northern boundary. On-site sidewalks provide pedestrian connectivity to all the apartment buildings, leasing office, clubhouse area, trash enclosures, and outdoor amenities including the pool and dog park.

Access to the FPASP trails system is provided in three locations. Two access points are provided to the Class I trail located in the open space corridor north of the Project. Access locations are provided on the south side of the Project for access to the Class I trail located north side of White Rock Road.

Access points to the Project are provided at East Bidwell Street and Hummingbird Circle (off Mangini Parkway). Improvements to these roadways have been/are being constructed by other FPASP approved projects. A City standard residential street section is proposed for Street A, with attached pedestrian sidewalk on the south side and no sidewalk on the north side (due the Class I trail provided here instead). On-street parking is provided on both sides of Street A. Class III bike routes are provided on all residential streets.

The proposed project is consistent with roadway and transit master plans for the FPASP.

### **3. Water, Sewer, and Storm Drainage Infrastructure**

#### *Water infrastructure*

The Lot 16 Apartments project is being served by Zone 3 water from the north via Street A and East Bidwell Street. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including East Bidwell Street and Street A, and along the project frontage to serve the site.

#### *Sewer infrastructure*

The Lot 16 Apartments project will be served by the sewer infrastructure within East Bidwell Street through Street A.

#### *Storm drainage infrastructure*

The Lot 16 Apartments project site stormwater system will connect to existing HMB#20.

The proposed project is consistent with planned infrastructure for the FPASP.

## **III. EXEMPTION AND STREAMLINING ANALYSIS**

### **A. Folsom Plan Area Specific Plan**

The City adopted the Folsom Plan Area Specific Plan on June 28, 2011 (Resolution No. 8863).

The City of Folsom and the U.S. Army Corps of Engineers prepared a joint environmental impact report/environmental impact statement ("EIR/EIS" or "EIR") for the Folsom South of U.S. Highway 50



Specific Plan Project ("FPASP"). (See FPASP EIR/EIS, SCH #2008092051). The Draft EIR/EIS (DEIR) was released on June 28, 2010. The City certified the Final EIR/EIS (FEIR) on June 14, 2011 (Resolution No. 8860). For each impact category requiring environmental analysis, the EIR provided two separate analyses: one for the "Land" component of the FPASP project, and a second for the "Water" component. (FPASP DEIR, p. 1-1 to 1-2.) The analysis in this document is largely focused on and cites to the "Land" sections of the FPASP EIR.

On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the "Water" component of the FPASP project included: (1) Leak Fixes, (2) Implementation of Metered Rates, (3) Exchange of Water Supplies, (4) New Water Conveyance Facilities. (Water Addendum, pp. 3-1 to 3-4.) The City concluded that, with implementation of certain mitigation measures from the FPASP EIR's "Water" sections, the water supply and infrastructure changes would not result in any new significant impacts, substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR. (See Pub. Resources Code, § 21166; Guidelines, § 15162.) The analysis in portions of the FPASP EIR's "Water" sections that have not been superseded by the Water Addendum are still applicable.

#### B. Documents Incorporated by Reference

The analysis in this document incorporates by reference the following environmental documents that have been certified by the Folsom City Council:

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).
- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, ("Water Addendum"), certified by the Folsom City Council on December 11, 2012, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday);
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City Council on February 24, 2015, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

Each of the environmental documents listed above includes mitigation measures imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to the proposed project. The mitigation measures are referenced specifically throughout this document and are incorporated by reference in the environmental analysis. The Applicant will be required to agree, as part of the conditions of approval for the proposed project, to comply with each of those mitigation measures.

Pursuant to Public Resources Code section 21083.3, subdivision (c), the City will make a finding at a public hearing that the feasible mitigation measures specified in the FPASP EIR will be undertaken.

Moreover, for those mitigation measures with a financial component that apply plan-wide, the approved Public Facilities Financing Plan and Amended and Restated Development Agreement bind the Applicant to a fair share contribution for funding those mitigation measures.

The May 22, 2014, Record of Decision (ROD) for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (Exhibit 2) by the U.S. Army Corps of Engineers is also incorporated by reference.

All impacts from both on-site and off-site features of the Lot 16 Apartments project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Lot 16 Apartments project and/or the Backbone Infrastructure project.

### C. Introduction to CEQA Exemption and Streamlining Provisions

The City finds that the Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16) development proposal is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

The City also finds that the Lot 16 Apartments project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects consistent with a community plan, general plan, or zoning. Because the Project is exempt from CEQA, the City is not required to provide the following streamlined CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination.

As mentioned above, the City prepared an addendum to the FPASP EIR in December 2012 for purposes of analyzing an alternative water supply for the FPASP. Although this Water Addendum was prepared and adopted by the City after the certification of the FPASP EIR/EIS, it would not change any of the analysis under Public Resources Code section 21083.3 and CEQA Guidelines section 15183 because it gave the Plan Area a more feasible and reliable water supply.

The City has prepared or will be completing site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Access Evaluation Memo].) These studies support the conclusion that the Lot 16 Apartments development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

**1. Exemption provided by Government Code, § 65457, and CEQA Guidelines, § 15182, subdivision (c)**

Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c) exempts residential projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present. (Gov. Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a).)

The Applicant's FPASP Policy Consistency Analysis attached as Exhibit 3 supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP.

**2. Streamlining provided by Public Resources Code, § 21083.3 and CEQA Guidelines, § 15183**

Public Resources Code section 21083.3 provides a streamlined CEQA process where a subdivision map application is made for a parcel for which prior environmental review of a zoning or planning approval was adopted. If the proposed development is consistent with that zoning or plan, any further environmental review of the development shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR or which substantial new information shows will be more significant than described in the prior EIR. Effects are not to be considered peculiar to the parcel or the project if uniformly applied development policies or standards have been previously adopted by the city, which were found to substantially mitigate that effect when applied to future projects.

CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3.

**D. Environmental Checklist Review**

The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines.

The column titles of the checklist have been modified from the Appendix G presentation to assess the Project's qualifications for streamlining provided by Public Resources Code section 21083.3 and CEQA Guidelines sections 15183, as well as to evaluate whether the conditions described in Guidelines section 15162 are present.

Pursuant to Guidelines section 15162, one of the purposes of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. If the situations described in Guidelines section 15162 are not present, then the exemption provided by Government Code section 65457 and Guidelines section 15182 can be applied to the Project. Therefore, the checklist does the following: a) identifies the earlier analyses and states where they are available for review; b) discusses whether proposed changes to the previously-analyzed program, including new site specific operations, would involve new or substantially more severe significant impacts; c) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; d) discusses any substantially important new information requiring new analysis; and e) describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. (Guidelines, § 15162, subd. (a).)

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered with a "no" in the checklist since the Lot 16 Apartments project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

The purpose of each column of the checklist is described below.

### **1. Where Impact Was Analyzed**

This column provides a cross-reference to the pages of the environmental documents for the zoning action, general plan, or community plan where information and analysis may be found relative to the environmental issue listed under each topic.

### **2. Do Proposed Changes Involve New or More Severe Impacts?**

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the proposed project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR or negative declaration." If a "yes" answer is given, additional mitigation measures or alternatives may be needed.

### **3. Any New Circumstances Involving New or More Severe Impacts?**

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR or negative declaration." If a "yes" answer is given, additional mitigation measures or alternatives may be needed.

### **4. Any New Information of Substantial Importance Requiring New Analysis or Verification?**

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information "of substantial importance" is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it "was not known and could not have been known with reasonable diligence at the time of the previous EIR." To be relevant in this context, such new information must show one or more of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.



This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

**5. Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?**

Pursuant to Section 15183, subdivision (b)(1), of the CEQA Guidelines, this column indicates whether there are project-specific significant effects that are peculiar to the project or its site. Although neither section 21083.3 nor section 15183 defines the term “effects on the environment which are peculiar to the parcel or to the project,” a definition can be gleaned from what is now the leading case interpreting section 21083.3, *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273 (*Wal-Mart Stores*). In that case, the court upheld the respondent city’s decision to adopt an ordinance banning discount “superstores.” The city appropriately found that the adoption of the ordinance was wholly exempt from CEQA review under CEQA Guidelines section 15183 as a zoning action consistent with the general plan, where there were no project-specific impacts – of any kind – associated with the ordinance that were peculiar to the project. The court concluded that “a physical change in the environment will be peculiar to [a project] if that physical change belongs exclusively and especially to the [project] or it is characteristic of only the [project].” (*Id.* at p. 294.) As noted by the court, this definition “illustrate[s] how difficult it will be for a zoning amendment or other land use regulation that does not have a physical component to have a sufficiently close connection to a physical change to allow the physical change to be regarded as ‘peculiar to’ the zoning amendment or other land use regulation.” (*Ibid.*)

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

**6. Are There Effects Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?**

Sections 21083.3 and 15183 include a separate, though complementary, means of defining the term “effects on the environment which are peculiar to the parcel or to the project.” Subdivision (f) of section 15183 provides as follows:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

This language explains that an agency can dispense with CEQA compliance for environmental impacts that will be “substantially mitigated” by the uniform application of “development policies or standards” adopted as part of, or in connection with, previous plan-level or zoning-level decisions, or otherwise – unless “substantial new information” shows that the standards or policies will not be effective in “substantially mitigating” the effects in question. Section 15183, subdivision (f), goes on to add the following considerations regarding the kinds of policies and standards at issue:

Such development policies or standards need not apply throughout the entire city or county but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”: (1) parking ordinances; (2) public access requirements; (3) grading ordinances; (4) hillside development ordinances; (5) flood plain ordinances; (6) habitat protection or conservation ordinances; (7) view protection ordinances.

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan and that cannot be mitigated through application of uniformly applied development policies or standards that have been previously adopted by the agency.

A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

**7. Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?**

Pursuant to Section 15183, subdivision (b)(2) of the CEQA Guidelines, this column indicates whether there are any effects that were not analyzed as significant effects in the prior EIR for the zoning action, general plan, or community plan with which the project is consistent.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze a potentially significant effect then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has effects relative to the environmental category that were not analyzed as significant effects in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

**8. Are There Potentially Significant Off-Site Impacts and Cumulative Impacts That Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?**

Pursuant to Section 15183, subdivision (b)(3), of the CEQA Guidelines, this column indicates whether there are any potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action with which the project is consistent.

Subdivision (j) of CEQA Guidelines section 15183 makes it clear that, where the prior EIR has adequately discussed potentially significant offsite or cumulative impacts, the project-specific analysis need not revisit such impacts:

This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze the “potentially significant offsite impacts and cumulative impacts of the [new site-specific] project,” then such effects must be addressed in the site-specific CEQA analysis. (Pub. Resources Code, § 21083.3, subd. (c); see also CEQA Guidelines, § 15183, subd. (j).)

A “yes” answer in the checklist indicates that the project has potentially significant off-site impacts or

cumulative impacts relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

**9. Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?**

Pursuant to Section (b)(4) of the CEQA Guidelines, this column indicates whether there are previously identified significant effects that are now determined to be more severe than previously assumed based on substantial information not known at the time the EIR for the zoning action, general plan or community plan was certified.

This provision indicates that, if substantial new information has arisen since preparation of the prior EIR for a general plan, community plan, or zoning action with respect to an effect that the prior EIR identified as significant, and the new information indicates that the adverse impact will be more severe, then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has significant impacts relative to the environmental category that were previously identified in the prior environmental documentation for the zoning action, general plan or community plan but, as a result of new information not previously known, are now determined to be more severe than previously assumed. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

**10. Mitigation Measures Addressing Impacts.**

Pursuant to Public Resources Code section 21083.3, this column indicates whether the prior environmental document and/or the findings adopted by the lead agency decision-making body provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

Subdivision (c) of Public Resources Code section 21083.3 further limits the partial exemption for projects consistent with general plans, community plans, and zoning by providing that:

[A]ll public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken.

(Pub. Resources Code, § 21083.3, subd. (c).) Accordingly, to avoid having to address a previously identified significant effect in a site-specific CEQA document, a lead agency must “undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment.” (Pub. Resources Code, § 21083.3, subd. (c).) Thus, the mere fact that a prior EIR has analyzed certain significant cumulative or off-site effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist. Rather, in order to take advantage of the streamlining provisions of section 21083.3, a lead agency must commit itself to carry out all relevant feasible mitigation measures adopted in connection with the general plan, community plan, or zoning action for which the prior EIR was prepared. This commitment must be expressed as a finding adopted at a public hearing. (See *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1408 [court rejected respondent city’s argument that it had complied with this requirement because it made a finding at the time of project approval “that the Project complied with all ‘applicable’ laws”; such a finding “was not the equivalent of a finding that the mitigation measures in the [pertinent] Plan EIR were actually being undertaken”].)



## F. Conclusion

As indicated above, the City finds that the Lot 16 Apartments Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

Though not required to do so, the City also makes the following additional findings to facilitate informed decision-making:

- Based on the preceding review, the City's FPASP EIR and Water Addendum have adequately addressed the following issues, and no further environmental review is required pursuant to CEQA Guidelines section 15183: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, and Recreation.
- The following site-specific impacts have been analyzed and determined to be less than significant: Land Use and Planning, Noise, and Transportation/Traffic. Thus, pursuant to CEQA Guidelines section 15183, no further environmental analysis is required.
- The following site-specific issues reviewed in this document were within the scope of issues and impacts analyzed in the FPASP EIR, and site-specific analyses did not identify new significant impacts: Land Use and Planning, Noise, and Transportation/Traffic.

## IV. REFERENCES

1. City of Folsom. City of Folsom General Plan. January 1993.
2. City of Folsom. Folsom Plan Area Specific Plan. June 28, 2011.
3. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project Public Draft EIR/EIS (June 2010) and Final EIR/EIS (May 2011).
4. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations (May 2011).
5. City of Folsom. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative. November, 2012.
6. City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration. December 9, 2014.

Exhibit 1: Folsom Ranch Central District Design Guidelines (Amended 2018)

Exhibit 2: ROD for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (May 22, 2014)

Exhibit 3: Applicant's Policy Consistency Analysis (February 2021)

Exhibit 4: Noise Assessment by Bollard Acoustical Consultants (April 9, 2021)

Exhibit 5: Mangini Ranch Lot 16 Apartments Access Evaluation Memo by Kimley-Horn (April 7, 2021)

## **Attachment 19**

### **Folsom Plan Area Specific Plan Consistency Analysis for the Mangini Ranch Lot 16 Apartments Project**

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<b>Section 4 - Land Use</b>			
<b>4.1</b>	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	Yes	The street and trail system is based on an efficient grid system that connects the project with nearby parks, schools, and open space with roadways, sidewalks, and trails.
<b>4.2</b>	Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.	Yes	The project is part of a residential neighborhood, and connects to schools, trails, and parks via the roadway, sidewalk, and trail network.
<b>4.3</b>	Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.	Yes	Two defined points of access to adjacent open space are provided.
<b>4.4</b>	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	Yes	The project contains housing types within the allowable density range of the MHD zoning, which is the zoning for the project site.
<b>4.5</b>	All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.	Yes	The project includes on-site recreational amenities, including a clubhouse, dog park, walking paths, outdoor seating areas, pool, fitness center, business center and community lounge.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<b>4.6</b>	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The project does not exceed the total number of dwelling units for the Plan Area and does not include commercial uses.
<b>4.6A</b>	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
<b>4.7</b>	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	Yes	The proposed transfer of 35 MHD development units from FPASP Parcel 147 to FPASP Parcels 138 (+35du) will not exceed the maximum density (20-30 units per acre for Parcel 138) permitted within those land use categories, nor will the overall FPASP dwelling unit maximum be exceeded.



## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The project has a local street layout that connects to local streets, consistent with the Specific Plan.
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's plan areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	Yes	The project includes 278 dwelling units. While not immediately adjacent to a neighborhood or community park, the Project does provide two points of access to the public trail system withing the adjacent open space, which connects to nearby parks.
<i>Commercial Policies</i>			
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project does not propose mixed-use development. Therefore the policy does not apply to the project.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	n/a	The Project does not propose mixed-use development. Therefore the policy does not apply to the project.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasi public land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

<b>FPASP Policy No.</b>	<b>FPASP Policy Description</b>	<b>Project Consistent</b>	<b>Remarks</b>
<b>4.14</b>	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
<i>Open Space Policies</i>			
<b>4.15</b>	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The project will not reduce the amount of preserved natural open space.
<b>4.16</b>	The open space land use designation shall provide for the permanent protection of preserved wetlands.	n/a	The project does not include open space land uses. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<i>Parks Policies</i>			
<b>4.17</b>	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	No park sites are proposed, and no proposed park sites will be altered by the project. Therefore the policy does not apply to the project.
<b>4.18</b>	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
<b>4.19</b>	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Nearby parks will be accessible by all residents in the project via sidewalks and public trails.
<b>4.20</b>	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project area is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet <sup>2</sup> . For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	Yes	The project would not alter the location of proposed public/quasi-public sites.

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<b>Section 5 - Housing Strategies</b>			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
<b>H-1.1</b>	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
<b>H-1.2</b>	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
<b>H-1.3</b>	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density of 30 units per acre, which is within the applicable range of 20-30 units per acre.
<b>H-1.4</b>	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned MHD.
<b>H-1.6</b>	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The project will comply with all mitigation measures in the FPASP EIR and Addendums. See MMRP.



## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<b>H-1.8</b>	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
<b>H-3.1</b>	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development within the overall mix of household incomes.
<b>H-3.2</b>	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development.
<b>H-3.3</b>	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not seek a density bonus.
<b>H-3.4</b>	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.
<b>H-3.5</b>	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Restated Development Agreement.
<b>H-5.2</b>	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	n/a	This policy directs the City in its decision-making and planning processes. The project does not propose housing for seniors or persons with disabilities.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes. East Bidwell Street is part of the FPASP transit corridor.
<b>Section 7 - Circulation</b>			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	Apartment buildings are oriented to two internal driveways through the site that are linear and connect to local roadway network. East Bidwell Street, west of the site, is part of the FPASP transit corridor.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not affect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Roadway Classification Policies</i>			

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
7.5	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	Project street layout is consistent with the Specific Plan. East Bidwell Street is part of the FPASP transit corridor.
7.6	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	Sidewalks are proposed on Street A on the north side of the site.
7.7	Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	Yes	The internal street network will discourage traffic through the neighborhood because the internal street network is not a more direct connection than Street A..
7.8	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<b>Public Transit Policies</b>			
7.8A	Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed: <ul style="list-style-type: none"> <li>• Alder Creek Parkway from Prairie City Road to East Bidwell Street.</li> <li>• East Bidwell Street from White Rock Road to U.S. Highway 50.</li> <li>• Rowberry Road (including the over-crossing of U.S. Highway 50).</li> </ul> The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<b>7.9</b>	Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
<b>7.10</b>	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus's service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
<b>7.11</b>	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
<b>7.12</b>	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
<b>7.13</b>	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
<b>7.14</b>	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
<b>7.15</b>	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan. The project is consistent with the Specific Plan.



## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<i>Sidewalks, Trails and Bikeway Policies</i>			
<b>7.16</b>	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The project includes sidewalks that are consistent with the adopted Specific Plan and City standards.
<b>7.17</b>	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadways, sidewalks, and trails.
<b>7.18</b>	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	n/a	The project does not include sidewalk, trail, or bikeway crossings of arterial or collector streets.
<b>7.19</b>	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
<b>7.20</b>	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The proposed project connects to the separated sidewalk along East Bidwell Street, which serves as the Safe Route to School. Signage shall be identified in the improvements plans.
<b>7.21</b>	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is within 1/2 mile of East Bidwell Street, which will be developed with class II bike lanes as part of the planned Bicycle network. Street A provides connections to bike paths.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	n/a	The Project does not include commercial or mixed use development and complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	Yes	The project includes on-site bicycle parking, consistent with Table A.14.
<b>Section 8 - Open Space</b>			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The project does not include school or park uses. Therefore the policy does not apply to the project.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
8.6	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.7	Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met: 8.7a: They include a paved path or trail. 8.7b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and; 8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
8.8	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.9	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	No cultural resources identified to be preserved, oak woodlands/trees, or hillsides are present in the project. The project has been designed to avoid the wetland areas to the extent feasible.
8.10	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.11	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	The document submitted to the City contains this information. Therefore the policy does not apply to the project.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The project does not reduce the amount of open space in the Plan Area.
<b>Section 9 - Parks</b>			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	Yes	The project's sidewalks bike routes are consistent with the connected pedestrian network in the Specific Plan.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
9.6	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.7	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.8	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.9	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The project does not proposes easements and designated open pace as parkland acreage.
9.10	Placement of stand alone cell towers or antennae in parks in strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
9.11	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.12	A Parks Master Plan shall be prepared for the Plan Area.	n/a	Master planning of park facilities in the FPASP has occurred. The project does not propose changes to park facilities.



**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

<b>FPASP Policy No.</b>	<b>FPASP Policy Description</b>	<b>Project Consistent</b>	<b>Remarks</b>
<b>9.13</b>	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.14</b>	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>Section 10 - Resource Management &amp; Sustainable Design</b>			
<b>Wetland Policies</b>			
<b>10.1</b>	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	Wetland permit has been issued for the project.
<b>10.2</b>	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Wetland permit has been issued for the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
10.3	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	A water quality certification was issued.
10.4	<p>Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:</p> <p>10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area;</p> <p>10.4b: Wetland credits purchased from a mitigation bank; and /or;</p> <p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands.</p> <p>To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with request for permits from regulatory agencies prior to any construction.</p>	Yes	Wetland permit has been issued for the project.
10.5	As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The plan shall identify participation within mitigation banks.	Yes	Wetland permit has been issued for the project.
10.6	Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, state, and local regulations. Monitoring shall continue for a minimum of 5 years from completion of mitigation or until performance standards have been met, whichever is longer	Yes	Wetland permit has been issued for the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
10.7	Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.	Yes	No special status species were identified in the project area and any impacts to offsite areas are covered by the Biological Opinion.
<i>Wildlife Policies</i>			
10.8	Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.9	A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	The project will comply with all relevant mitigation measures in the Swainson's Hawk mitigation plan.
10.10	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	Yes	The Project will comply with mitigation measures in the FPASP EIR. See MMRP. No Valley Elderberry Longhorn Beetle (VELB) were identified on the proposed project site.
10.11	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.12	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control District. Therefore the policy does not apply to the project.
<i>Oak Woodlands &amp; Isolated Oak Tree Policies</i>			

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<b>10.13</b>	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
<b>10.14</b>	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks																								
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <p>a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots.</p> <p>b) Require mass grading that eliminates level pads or requires specialized foundations.</p> <p>c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall.</p> <p>d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public.</p> <p>e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.</p>	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table><tr><th colspan="3">TABLE 10.1 ASCA TREE RATING SYSTEM</th></tr><tr><th>RATING</th><th>RATING NO.</th><th>RATING DESCRIPTION</th></tr><tr><td>Excellent</td><td>5</td><td>No problem(s)</td></tr><tr><td>Good</td><td>4</td><td>No apparent problem(s)</td></tr><tr><td>Fair</td><td>3</td><td>Minor problem(s)</td></tr><tr><td>Poor</td><td>2</td><td>Major problem(s)</td></tr><tr><td>Hazardous or non-correctable</td><td>1</td><td>Extreme problem(s)</td></tr><tr><td>Dead</td><td>0</td><td>Dead</td></tr></table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
Excellent	5	No problem(s)																									
Good	4	No apparent problem(s)																									
Fair	3	Minor problem(s)																									
Poor	2	Major problem(s)																									
Hazardous or non-correctable	1	Extreme problem(s)																									
Dead	0	Dead																									



## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
10.17	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.18	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The proposed project does not contain oak trees. Therefore the policy does not apply to the project.
10.19	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.20	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<i>Cultural Resources Policies</i>			
<b>10.21</b>	<p>The following shall be prepared prior to extensive grading or excavation:</p> <p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.</p> <p>10.21b: Areas found to contain or likely to contain archaeological resources shall be</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	Yes	The proposed project has completed the archaeological surveys and reports described here and they have been submitted to the California Historical Resource Information System (CHRIS).
<b>10.22</b>	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
<b>10.23</b>	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The project proposes connections to trails, but does not propose publicly accessible trails or facilities. Therefore the policy does not apply to the project.
<b>10.24</b>	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
<i>Water Quality Policies</i>			
<b>10.25</b>	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<b>10.26</b>	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	Yes	Trail locations within adjacent open space areas have been designed to include soil erosion control measures.
<b>10.27</b>	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
<b>10.28</b>	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the proposed project.
<b>10.29</b>	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	Mitigation Measures will be implemented.
<b>10.30</b>	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	Yes	Project will include measures in improvement plans.
<b><i>Alder Creek &amp; Floodplain Protection Policies</i></b>			
<b>10.31</b>	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.32</b>	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<b>10.33</b>	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.34</b>	New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6 - Stormwater).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.35</b>	All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.36</b>	Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.37</b>	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
10.38	All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>Air Quality Policies</b>			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.



**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

<b>FPASP Policy No.</b>	<b>FPASP Policy Description</b>	<b>Project Consistent</b>	<b>Remarks</b>
<b>10.45</b>	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.
<b>10.46</b>	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the project.
<b>10.47</b>	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	Yes	The project is a rental project and a commercial landscaping service will conduct landscape maintenance. Lawnmowers will not be provided to each rental unit.

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<i>Noise Policies</i>			
<b>10.48</b>	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with mitigation measures in the FPASP EIR , including noise reduction measures. See MMRP.
<b>10.49</b>	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The project will not be impacted by the Aerojet facilities. Therefore the policy does not apply to the project.
<b>10.50</b>	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	Avigation easements have been recorded on the property and disclosures will be provided in CC&R's.
<b>10.51</b>	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<i>Low Impact Development Policies</i>			
<b>10.52</b>	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;</p> <p>10.2b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> <li>• Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and</li> </ul>	Yes	The project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The portion of the proposed project that includes site-specific development has incorporated LID design strategies as described in section 10.52 of the EIR for the FPASP.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
	· Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).		
<b>Landscaping Policies</b>			
<b>10.53</b>	The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.	Yes	The project is designed to be consistent with the applicable design guidelines.
<b>10.54</b>	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The project does not include any slopes greater than 25%. Therefore the policy does not apply to the project.
<b>10.55</b>	Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Management Plan.	Yes	The FPASP Open Space Management Plan provides for fuel modification measures.
<b>10.56</b>	Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.	n/a	The project does not include any parking lots. Therefore the policy does not apply to the project.
<b>Energy Efficiency Policies</b>			

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

<b>FPASP Policy No.</b>	<b>FPASP Policy Description</b>	<b>Project Consistent</b>	<b>Remarks</b>
<b>10.57</b>	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The proposed project will employ energy conservation standards for site and building development. The project will participate in Sacramento Municipal Utility District's (SMUD) Neighborhood SolarShares program to provide solar energy to the project from arrays located off-site and connected to the grid.
<b>10.58</b>	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	Yes	Where site conditions permit, the project incorporates site design measures that reduce heating and cooling needs through building orientation.
<b>10.59</b>	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	Yes	The project will participate in Sacramento Municipal Utility District's (SMUD) Neighborhood SolarShares program to provide solar energy to the project from arrays located off-site and connected to the grid.
<b>10.60</b>	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	Yes	Where site conditions permit, residential units will be oriented toward Southern exposure.
<b>10.61</b>	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.



## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.63	Office park uses shall install automatic lighting and thermostat features.	n/a	The project does not include office uses. Therefore the policy does not apply to the project.
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commercial or public buildings. Therefore the policy does not apply to the project.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	Yes	The project is designed to comply with the applicable Design Guidelines and development standards. The required features will be verified during the building plan check process.
10.66	Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels. 10.66c - Alternative energy mechanical equipment and accessories installed on the	Yes	The project will participate in Sacramento Municipal Utility District's (SMUD) Neighborhood SolarShares program to provide solar energy to the project from arrays located off-site and connected to the grid.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
	10.006 Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.		
10.67	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.68	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.69	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The project does not propose any publicly owned buildings. Therefore the policy does not apply to the project.
10.70	The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.	n/a	This is a City requirement, not a project-specific requirement. The City of Folsom has plans in place to undertake the described cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
<i>Water Efficiency Policies</i>			
<b>10.71</b>	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
<b>10.72</b>	A backbone “purple pipe” non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.
<b>10.73</b>	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

<b>FPASP Policy No.</b>	<b>FPASP Policy Description</b>	<b>Project Consistent</b>	<b>Remarks</b>
<i><b>Material Conservation &amp; Resource Efficiency Policies</b></i>			
<b>10.74</b>	Use "Green" certified construction products whenever feasible.	Yes	Builders in the proposed project will be required to use "Green" certified construction products whenever feasible. The project will comply with all relevant requirements in the City Code and State Building Code.
<b>10.75</b>	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for individual construction projects within the proposed project.
<b>10.76</b>	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The plan described in Section 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.
<b>10.77</b>	Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.	Yes	Topsoil displaced during grading and construction of the proposed project shall be stockpiled for reuse in the Plan Area.
<i><b>Environmental Quality Policies</b></i>			
<b>10.78</b>	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The project is designed to comply with California law.

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

<b>FPASP Policy No.</b>	<b>FPASP Policy Description</b>	<b>Project Consistent</b>	<b>Remarks</b>
<b>10.79</b>	All fire suppression systems and equipment shall not contain halons.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
<b>10.80</b>	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
<b>10.81</b>	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
<b>10.82</b>	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
<b>Section 11 - Public Services and Facilities</b>			
<b>11.1</b>	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
<b>11.2</b>	All public service facilities shall participate in the City's recycling program.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
<b>11.3</b>	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.



## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	No public facilities are being proposed with this project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	Project will comply with school district and charter requirements with respect to Measure W.
<b>Section 12 - Utilities</b>			
12.1	Consistent with the provisions of City Charter Article 7.08 (A), the FPASP shall "identify and secure the source of water supply(is) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.	Yes	This is a City requirement, not a project-specific requirement. The project is consistent with the FPASP and complies with the City's water supply agreement.

## Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent	Remarks
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	Yes	Land is being reserved for public utilities as described where needed.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
<b>Section 13 - Implementation</b>			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	Project is consistent with Public Facilities Financing Plan.
13.2	The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.	Yes	Project is consistent with Public Facilities Financing Plan.
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	This is a City requirement. Therefore the policy does not apply to the project.

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

<b>FPASP Policy No.</b>	<b>FPASP Policy Description</b>	<b>Project Consistent</b>	<b>Remarks</b>
<b>13.4</b>	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<b>13.5</b>	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<b>13.6</b>	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

**Lot 16 Apartments (Mangini Ranch Phase 1, Lot 16): Applicant's FPASP Policy Consistency Analysis**

<b>FPASP Policy No.</b>	<b>FPASP Policy Description</b>	<b>Project Consistent</b>	<b>Remarks</b>
<i>Phasing Policies</i>			
<b>13.7</b>	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<i>Maintenance Policies</i>			
<b>13.8</b>	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	A Community Facilities District will be formed to implement policy.

## **Attachment 20**

### **Mangini Ranch Lot 16 Apartments Mitigation Monitoring and Reporting Program**



# MITIGATION MONITORING AND REPORTING PROGRAM

## MANGINI RANCH LOT 16 APARTMENTS PROJECT

The City is responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor have completed the necessary actions for each measure (i.e., appropriate amendments to the proposed ordinance). The City may designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- ▶ ensure routine inspections of the construction site are conducted by appropriate City staff; check plans, reports, and other documents required by the MMRP; and conduct report activities;
- ▶ serve as a liaison between the City and the contractor or project applicant regarding mitigation monitoring issues;
- ▶ complete forms and maintain reports and other records and documents generated for the MMRP; and
- ▶ coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item will identify the staff members responsible for coordinating with the City on the MMRP.

## REPORTING

The City shall or may require the developer to, prepare a monitoring report upon completion of the project describing the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The report shall be presented to the City Council.

## MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- ▶ Mitigation Number – This column provides the identification number of the adopted mitigation measure as well as the source for the mitigation measure.
- ▶ Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure
- ▶ Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- ▶ Timing – This column identifies the time frame in which the mitigation will be implemented.
- ▶ Monitoring Agency – This column identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- ▶ Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

**Mitigation Monitoring and Reporting Program**

<b>Mitigation Number (Source)</b>	<b>Mitigation Measures</b>	<b>Implementation Responsibility</b>	<b>Timing</b>	<b>Monitoring Agency</b>	<b>Verification</b>
<b>Aesthetics</b>					
<b>3A.1-4 (FPASP EIR/EIS)</b>	<p><b>Screen Construction Staging Areas.</b> The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Project applicant	Before approval of grading plans and during construction for all project phases.	City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.	
<b>3A.1-5 (FPASP EIR/EIS)</b>	<p><b>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</b></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> <li>▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</li> <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> </ul>	Project applicant	Before approval of building permits.	City of Folsom Neighborhood Services Department and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.</li> <li>▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.</li> <li>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</li> <li>▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> <li>▶ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards.</li> </ul> <p>A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
Air Quality					
3A.2-1a (FPASP EIR/EIS)	<p><b>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</b> To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.</li> <li>▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</li> <li>▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li> </ul>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p><b>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</b></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><b>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</b></p> <ul style="list-style-type: none"> <li>▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.</li> <li>▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.</li> </ul> <p><b>Enhanced Exhaust Control Practices</b></p> <ul style="list-style-type: none"> <li>▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more</li> </ul>				



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>				
3A.2-2 (FPASP EIR/EIS)	<p><b>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</b> To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and</p>	Project applicant	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.				
3A.2-4b (FPASP EIR/EIS)	<p><b>Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.</b> The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants.</p> <ul style="list-style-type: none"> <li>▶ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0.</li> <li>▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area.</li> <li>▶ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off.</li> <li>▶ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.</li> </ul>	Project applicant	Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory: <ul style="list-style-type: none"> <li>▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines.</li> <li>▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other.</li> </ul> </li> </ul>				
3A.2-5 (FPASP EIR/EIS)	<p><b>Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.</b> A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.2-6 (FPASP EIR/EIS)	<p><b>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</b> The project applicant(s) for any particular discretionary development application shall implement the following measures:</p> <ul style="list-style-type: none"> <li>▶ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.</li> <li>▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.)</li> <li>▶ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature.</li> <li>▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> <li>▶ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors.</li> <li>▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to</li> </ul>	Project applicant	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)</p> <p>► Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)</p>				
4.3-1	<p><b>Implement Exhaust Emissions Reduction Measures</b></p> <p>The project shall be required to use a construction fleet mix utilizing 90 percent EPA certified Tier 4 engines, which will substantially mitigate diesel exhaust (i.e., PM10) emissions. The use of Tier 4 engines can reduce diesel generated PM10 emissions by up to 90 percent over Tier 1 engines.</p>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	
<b>Biological Resources</b>					
3A.3-1a (FPASP EIR/EIS)	<p><b>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and</p>	Project applicant	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>				
3A.3-2a (FPASP EIR/EIS)	<p><b>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</b> To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer</p>	Project applicant	Before the approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.</p>				
3A.3-2b (FPASP EIR/EIS)	<p><b>Prepare and Implement a Swainson's Hawk Mitigation Plan.</b></p> <p>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist.</p>	Project applicant	Before the approval of grading, improvement, or construction plans and before any grounddisturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.</p> <p>Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.</p> <p>The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of</p>				

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	<p>the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.3-2c (FPASP EIR/EIS)	<p><b>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</b> To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the project applicant shall consult with CDFW to determine whether impacts to the colony would occur as a result of project implementation, and to establish and appropriate buffer around the colony to reduce the likelihood of disturbance. No project activity shall commence within the buffer area until a qualified biologist, in consultation with CDFW, confirms that the colony is no longer active. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. If CDFW determines that project activity could result in adverse effects to the colony, and project activities cannot be avoided during the nesting season when the colony is active, an incidental take permit for impacts to tricolored blackbird pursuant to California Fish and Game Code Section 2081 would be required. The applicant shall implement measures required under the permit, if required, which may include compensatory mitigation for impacts to a tricolored blackbird.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).</p>	Project applicant	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	
3A.3-2d (FPASP EIR/EIS)	<p><b>Avoid and Minimize Impacts to Special-Status Bat Roosts.</b> The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may</p>	Project applicant	Before the approval of removal or fill of the mine shaft in the SPA.	City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.</p> <p>If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.</p>				
3A.3-4b (FPASP EIR/EIS)	<p><b>Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation.</b> The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.</p> <p>If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage:</p>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.				
<b>Cultural and Tribal Cultural Resources</b>					
3A.5-1a	<p><b>Comply with the Programmatic Agreement.</b></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	Project applicant	During all construction phases	City of Folsom Community Development Department; U.S. Army Core of Engineers;	
3A.5-1b	<p><b>Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</b></p> <p>Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:</p> <ul style="list-style-type: none"> <li>▶ Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified</li> </ul>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.</p> <ul style="list-style-type: none"> <li>▶ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.</li> <li>▶ For each resource that is determined eligible for the CRHR, the applicable agency or the applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.</li> <li>▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.</li> <li>▶ Where impacts cannot be avoided, the applicable agency or the applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.</li> <li>▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>against which to determine the significance of identified resources and appropriate treatment.</p> <ul style="list-style-type: none"> <li>▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
3A.5-2	<p><b>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of ground-disturbing activities, the applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.</li> <li>▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</li> <li>▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is</li> </ul>	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Core of Engineers	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>In the event that unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <li>▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <ul style="list-style-type: none"> <li>▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</li> </ul> <p>The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
3A5-3	<p><b>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</b></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed.</p>	Project applicant	During all grounddisturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a reinternment document with the county.</li> </ul> <p>The applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				

**Geology and Soils**

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>▶ site preparation;</li> <li>▶ soil bearing capacity;</li> <li>▶ appropriate sources and types of fill;</li> <li>▶ potential need for soil amendments;</li> <li>▶ road, pavement, and parking areas;</li> <li>▶ structural foundations, including retaining-wall design;</li> <li>▶ grading practices;</li> <li>▶ soil corrosion of concrete and steel;</li> <li>▶ erosion/winterization;</li> <li>▶ seismic ground shaking;</li> <li>▶ liquefaction; and</li> <li>▶ expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>	Project applicant	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.7-1b (FPASP EIR/EIS)	<p><b>Monitor Earthwork during Earthmoving Activities.</b> All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Project applicant	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	
3A.7-3 (FPASP EIR/EIS)	<p><b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</b> Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development.</p> <p>For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.</p>	Project applicant	Before the start of construction activities.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>				
3A.7-5 (FPASP EIR/EIS)	<p><b>Divert Seasonal Water Flows Away from Building Foundations.</b> The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Project applicant	Before and during earthmoving activities.	City of Folsom Community Development Department	
3A.7-10 (FPASP EIR/EIS)	<p><b>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</b></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of any earthmoving activities for any project phase in the lone or Mehrten Formations, the project applicant(s) shall retain a</li> </ul>	Project applicant	During earthmoving activities in the lone and Mehrten Formations.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</p> <p>► If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				
<b>Greenhouse Gas Emissions and Climate Change</b>					
3A.4-1 (FPASP EIR/EIS)	<p><b>Implement Additional Measures to Control Construction-Generated GHG Emissions.</b></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction</p>	Project applicant	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO<sub>x</sub>] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).</li> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> </ul>				



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</li> <li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> <li>▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).</li> <li>▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
3A.4-2b (FPASP EIR/EIS)	<p><b>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.</b> The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a</p>	Project applicant	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>				
<b>Hazards and Hazardous Materials</b>					
3A.8-5 (FPASP EIR/EIS)	<p><b>Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster</b> To reduce the potential for accidental injury or death related to blasting, contractors whose work in the SPA will include blasting shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to project applicant(s) of all project phases in which blasting would be employed. The plan shall include, but is not limited to:</p> <ul style="list-style-type: none"> <li>▶ storage locations that meet ATF standards contained in 27 CFR Part 55;</li> <li>▶ safety requirements for workers (e.g., daily safety meetings, personal protective equipment);</li> <li>▶ an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and</li> <li>▶ measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings).</li> </ul>	Project applicant and project contractor	At the submission of tentative map applications.	City of Folsom Fire Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Upon completion of a blasting safety plan, the project applicant(s) shall secure any required permits from the City of Folsom Fire Department and the El Dorado County Sheriff's Department for blasting activities in Sacramento County and El Dorado County, respectively.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado County).</p>				
3A.8-6 (FPASP EIR/EIS)	<p><b>Prudent Avoidance and Notification of EMF Exposure.</b> Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.</p>	Project applicant	At the submission of tentative map applications.	City of Folsom Community Development Department	
3A.8-7 (FPASP EIR/EIS)	<p><b>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</b> To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector</p>	Project applicant	Before issuance of grading permits for the project water features.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> <li>▶ Description of the project.</li> <li>▶ Description of detention basins and all water features and facilities that would control on-site water levels.</li> <li>▶ Goals of the plan.</li> <li>▶ Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> <li>▪ BMPs that would implemented on-site;</li> <li>▪ public education and awareness;</li> <li>▪ sanitary methods used (e.g., disposal of garbage);</li> <li>▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</li> <li>▪ stormwater management (consistent with Stormwater Management Plan).</li> </ul> </li> <li>▶ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).</li> </ul> <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▶ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;</li> <li>▶ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;</li> <li>▶ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;</li> <li>▶ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;</li> <li>▶ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and</li> <li>▶ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).</li> </ul> <p>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>				
<b>Hydrology and Water Quality</b>					
3A.9-1 (FPASP EIR/EIS)	<p><b>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</b> Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>▶ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures,</li> </ul>	Project applicant	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> <li>▶ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>▶ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li> <li>▶ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;</li> <li>▶ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and</li> <li>▶ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> <li>▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.</li> <li>▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</li> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a</li> </ul>				



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>grade, and avoiding flood damage along roadways and facility infrastructure.</p> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
3A.9-2 (FPASP EIR/EIS)	<p><b>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</b></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>▶ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;</li> <li>▶ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;</li> <li>▶ a description of the proposed maintenance program for the on-site drainage system;</li> <li>▶ project-specific standards for installing drainage systems;</li> </ul>	Project applicant	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>► City and El Dorado County flood control design requirements and measures designed to comply with them;</p> <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>► use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</li> <li>► enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>► bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</li> <li>► minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>► minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of <math>\pm 10\%</math> or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>				
3A.9-3 (FPASP EIR/EIS)	<p><b>Develop and Implement a BMP and Water Quality Maintenance Plan.</b> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004).</li> <li>▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</li> <li>▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.</li> </ul>	Project applicant	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>► LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ surface swales;</li> <li>▪ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>▪ impervious surfaces disconnection; and</li> <li>▪ trees planted to intercept stormwater.</li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
3A.9-4 (FPASP EIR/EIS)	<p><b>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</b> Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.</p>	Project applicant	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<b>Noise and Vibration</b>					
3A.11-1 (FPASP EIR/EIS)	<p><b>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</b> To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <li>▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</li> <li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li> <li>▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</li> <li>▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are</li> </ul>	Project applicant	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</p> <ul style="list-style-type: none"> <li>▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).</li> <li>▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</li> <li>▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.</li> </ul>				
3A.11-3 (FPASP EIR/EIS)	<p><b>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</b></p> <ul style="list-style-type: none"> <li>▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.</li> <li>▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.</li> <li>▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.</li> </ul>	Project applicant	Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento	City of Folsom Community Development Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.</li> <li>▶ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.</li> </ul>				
3A.11-5 (FPASP EIR/EIS)	<p><b>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</b></p> <p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> <li>▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.</li> <li>▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> <li>▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> <li>▶ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour</li> </ul>	Project applicant	Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.				
<b>Public Services</b>					
3A.14-1 (FPASP EIR/EIS)	<p><b>Prepare and Implement a Construction Traffic Control Plan.</b> The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Project applicant	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department	
3A.14-2 (FPASP EIR/EIS)	<p><b>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</b> To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p>	Project applicant	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.				
<b>3A.14-3 (FPASP EIR/EIS)</b>	<b>Incorporate Fire Flow Requirements into Project Designs.</b> The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.	Project applicant	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	
<b>Traffic and Transportation</b>					
<b>3A.15-2a (FPASP EIR/EIS)</b>	Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	Project applicant; City of Folsom; Regional Transit	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-2b (FPASP EIR/EIS)	<b>Participate in the City's Transportation System Management Fee Program.</b> The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Project applicant; City of Folsom	Concurrent with construction for all project phases.	City of Folsom Public Works Department	
3A.15-2c (FPASP EIR/EIS)	<b>Participate with the 50 Corridor Transportation Management Association.</b> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Project applicant; 50 Corridor Transportation Management Association	Concurrent with construction for all project phases.	City of Folsom Public Works Department	
3A.15-3 (FPASP EIR/EIS)	<b>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</b> In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	Project applicant; City of Folsom	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department	

#### Utilities and Service Systems

3A.16-1 (FPASP EIR/EIS)	<b>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</b> Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	
3A.16-3 (FPASP EIR/EIS)	<b>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</b> The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.			Public Works Department	
3A.18-1 (FPASP EIR/EIS)	<b>Submit Proof of Surface Water Supply Availability.</b> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	
3A.18-2a (FPASP EIR/EIS)	<b>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</b> Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.18-2b (FPASP EIR/EIS)	<b>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</b> If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	

**Additional Measures**

Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)	<b>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.</b> The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to	Quarry project applicant(s) and the City of Folsom.	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.	City of Folsom Community Development Department	
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Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009, March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>significance identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> <li>▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.</li> <li>▶ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following: <ul style="list-style-type: none"> <li>▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.</li> <li>▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-</li> </ul> </li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).</p> <ul style="list-style-type: none"> <li>▪ To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools:</li> <li>▪ equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;</li> <li>▪ use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times;</li> <li>▪ locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and</li> <li>▪ develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.</li> </ul> <p>To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				
Cumulative Mitigation Measure NOISE-1-Land	<p><b>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.</b> The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of</p>	<p>Quarry project applicant(s) and the City of Folsom.</p>	<p>Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
(FPASP EIR/EIS)	<p>quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority</p>		trucks would reasonably use to access U.S. 50.		

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> <li>▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.</li> <li>▶ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following:</li> <li>▶ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to</li> </ul>				



Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).</p> <ul style="list-style-type: none"> <li>▶ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.</li> <li>▶ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: <ul style="list-style-type: none"> <li>▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks.</li> <li>▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic.</li> </ul> </li> </ul> <p>To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.				
N/A	<p><b>Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative.</b> The project applicant shall participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014):</p> <ul style="list-style-type: none"> <li>▶ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts.</li> <li>▶ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts.</li> <li>▶ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan</li> <li>▶ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction.</li> <li>▶ Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.</li> <li>▶ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation</li> <li>▶ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates.</li> <li>▶ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle.</li> <li>▶ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad</li> <li>▶ Backbone MND Mitigation Measure IV-5: Western Pond Turtle</li> <li>▶ Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat</li> </ul>	Project applicant	Before approval of final maps and issuance of building permits for any project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014) or the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 2012); as applicable.	City of Folsom Community Development Department and City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat</li> <li>▶ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird</li> <li>▶ Backbone MND Mitigation Measure IV-8: Nesting Raptors</li> <li>▶ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds</li> <li>▶ Backbone MND Mitigation Measure IV-10: Special-Status Bats</li> <li>▶ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement</li> <li>▶ Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary</li> <li>▶ Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State</li> <li>▶ Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site.</li> <li>▶ Backbone MND Mitigation Measure IV-11: American Badger</li> <li>▶ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans</li> <li>▶ Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</li> <li>▶ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</li> <li>▶ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities.</li> <li>▶ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan.</li> <li>▶ Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road.</li> <li>▶ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</li> <li>▶ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions</li> <li>▶ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan.</li> <li>▶ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements</li> <li>▶ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements</li> <li>▶ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements</li> <li>▶ Backbone MND Mitigation Measure VI-4 North of U.S. Highway 50 Water Improvements</li> <li>▶ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements</li> </ul> <p>In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 11, 2012):</p> <ul style="list-style-type: none"> <li>▶ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities.</li> <li>▶ 3B.1-2b: Prepare Landscaping Plan.</li> <li>▶ 3B.1-3a: Conformance to Construction Lighting Standards.</li> <li>▶ 3B.1-3b: Prepare and Submit a Lighting Master Plan.</li> <li>▶ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan.</li> <li>▶ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</li> <li>▶ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors.</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</li> <li>▶ 3B.4-1a: Implement GHG Reduction Measures during Construction.</li> <li>▶ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan.</li> <li>▶ 3A.5-1a: Comply with the Programmatic Agreement.</li> <li>▶ 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</li> <li>▶ 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</li> <li>▶ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</li> <li>▶ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures.</li> <li>▶ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</li> <li>▶ 3B.7-4: Implement Corrosion Protection Measures.</li> <li>▶ 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</li> <li>▶ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</li> <li>▶ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan.</li> <li>▶ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment.</li> <li>▶ 3B.8-5b: Develop and Implement a Remediation Plan.</li> <li>▶ 3B.8-7a: Keep Construction Area Clear of Combustible Materials.</li> <li>▶ 3B.8-7b: Provide Accessible Fire Suppression Equipment.</li> </ul>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> <li>▶ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</li> <li>▶ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board.</li> <li>▶ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities.</li> <li>▶ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment.</li> <li>▶ 3B.11-1a: Limit Construction Hours.</li> <li>▶ 3B.11-1b: Minimize Noise from Construction Equipment and Staging.</li> <li>▶ 3B.11-1c: Maximize the Use of Noise Barriers.</li> <li>▶ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction.</li> <li>▶ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.</li> <li>▶ 3B.11-3: Implement Operational Noise Minimization Measures.</li> <li>▶ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a.</li> <li>▶ 3B.15-1a: Prepare Traffic Control Plan.</li> <li>▶ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions.</li> <li>▶ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert.</li> <li>▶ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.</li> <li>▶ 3B.17-1a: Implement Construction Dewatering Best Management Practices.</li> <li>▶ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program.</li> <li>▶ 3A.18-1: Submit Proof of Surface Water Supply Availability.</li> <li>▶ 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</li> </ul>				



## **Attachment 21**

### **Access and Circulation Analysis Dated April 20, 2021**

To: Kris Steward  
From: Matt Weir, P.E., T.E., PTOE, RSP<sub>1</sub>  
Re: **Access Evaluation**  
*Mangini Ranch – Lot 14 Bungalows and Lot 16 Apartments*  
Date: April 20, 2021

Per your request, we have prepared this access evaluation specific to Lot 14 Bungalows and Lot 16 Apartments of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom<sup>1</sup> and the project team. The following is discussion of our evaluation, findings, and recommendations.

I. Land Use, Trip Generation, and Primary Access

- o Combined (Lot 14 Bungalows + Lot 16 Apartments)
  - Lot 14 Bungalows, 160 market-rate rental residential units
  - Lot 16 Apartments, 278 market-rate rental residential units
  - **438 market-rate rental residential units**
    - o Highest peak-hour volume<sup>2</sup>:  
139-trips IN (PM), 149-trips OUT (AM)

A previously completed traffic study<sup>3</sup> is understood to form the basis of the ultimate East Bidwell Street corridor and the intersection with Regency Parkway/Street A. This prior effort is included by reference allowing this access evaluation to focus exclusively on ingress and egress for Lot 14 Bungalows and Lot 16 Apartments. Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

- o *Project Sites' Land Use*  
Figure 13 (Enhanced SACSIM Representation of the Folsom Plan Area Specific Plan (with 44 zones)) and Table 20 (Cumulative 2036 AM and PM Peak-hour Trip Generation by TAZ) of the prior traffic study<sup>3</sup> contemplated the Specific Plan land uses for the project sites (total of 910 multi-family units) in the large Traffic Analysis Zone (#1804<sup>4</sup>). This TAZ and the associated assumptions appear to have adequately accounted for both Lot 14 and Lot 16 projects (total of 438 multi-family/rental/apartment units). The projects appear to be consistent with the Specific Plan's land use assumptions.
- o *East Bidwell St Access*  
Figure 23 (East Bidwell St/Driveway 6: Cumulative with Proposed SPA Recommended Geometry) of the prior traffic study<sup>3</sup> indicates full access with the implementation of traffic signal control. It is important to note that prior traffic study concludes that the addition of that project (Regency at Folsom Ranch) alone does not trigger the need for this signalization. It is only under the cumulative conditions reflected in Figure 23 that the traffic signal is shown to be required (discussions herein establish the need for signalization as a result of the addition of the Lot 14 and Lot 16 projects).

<sup>1</sup> Telephone conferences with Steve Krahn, City of Folsom, December 9, 2020, and April 5, 2021.

<sup>2</sup> *Trip Generation Manual, 10<sup>th</sup> Edition*, Land Use 220 Multifamily Housing (Low-Rise) regression equation, Institute of Transportation Engineers (ITE).

<sup>3</sup> *Regency at Folsom Ranch Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., November 20, 2019.

<sup>4</sup> It is important to note that TAZ #1804 also includes the commercial parcel in the northeast corner of the E Bidwell St intersection with White Rock Rd.

## II. Access Conditions and Trip Assignment

### o Near-Term Conditions (Lot 14 Bungalows + Lot 16 Apartments)

- East Bidwell St via Street A: full access, side-street stop control (SSSC)\*
- Mangini Pkwy via Hummingbird Cr: full access, SSSC
- Mangini Pkwy via Sparrow Dr: full access, SSSC

\* Traffic signal was not triggered by adjacent Toll Brothers' Regency at Folsom Ranch. However, the East Bidwell St. intersection with Regency Pkwy/Street A is currently being constructed to its ultimate width/geometry (i.e., providing dual 250-ft southbound left-turn lanes plus 120-ft taper, constructing the ultimate side-street lanes, etc.). The addition of these projects (Lot 14 Bungalows and Lot 16 Apartments) triggers the peak-hour traffic signal warrant and the signalization of this intersection is required with their development. This signal will also provide access to the commercial parcel located in the northeast corner of the East Bidwell St. intersection with White Rock Rd. (Lot 18).

Lastly it was necessary to approximate the peak-hour turning movements associated with the Lot 14 Bungalows and Lot 16 Apartments along Street A and at East Bidwell St to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

### o Global Trip Assignment

Per Figure 8 (Project Trip Distribution) of the prior traffic study<sup>3</sup>

- 84% of the trips originate from or are destined for points north
- 16% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the projects' sites

### o Approximate "Project Only" Peak-Hour Intersection Volumes (Combined Lot 14 + Lot 16)<sup>5</sup>, East Bidwell St @ Regency Pkwy/Street A

Ingress

- Southbound Left:  $84\% * 80\%^+ * 139 = 94$  trips
- Northbound Right:  $16\% * 75\%^{++} * 139 = 17$  trips

Egress

- Westbound Right:  $84\% * 80\%^+ * 149 = 101$  trips
- Westbound Left:  $16\% * 75\%^{++} * 149 = 18$  trips

+ Assumes 20% of the southbound entering and 20% of the northbound exiting (westbound right) traffic uses the internal connections to Mangini Pkwy and other connections to points north.

++ Assumes 25% of the northbound entering and 25% of the southbound exiting (westbound left) traffic uses the internal connections to Mangini Parkway and other connections to travel to/from White Rock Road (Capital SouthEast Connector).

## III. Access Review

Based on our coordination with the City and project team, and review of the prior study<sup>3</sup> and related project documentation, we offer the following recommendations for the conditions anticipated to result from the combined development of the Lot 14 Bungalows and Lot 16 Apartments projects:

### o General Comments

- The construction of either/both projects is understood to require both the connection to the existing neighborhood (to achieve access to Mangini Pkwy via Hummingbird Cr and Sparrow Dr), as well as the construction of Street A west to its intersection with East Bidwell St. As noted above, this combination of access is needed to avoid the project over-loading the existing neighborhood with traffic considering that more than two-thirds of the trips are anticipated to use the East Bidwell St/Street A connectivity.

<sup>5</sup> The commercial parcel in the northeast corner of the East Bidwell Street intersection with White Rock Road (Lot 18) will also contribute traffic to the East Bidwell St. intersection with Regency Pkwy/Street A. The effect of that development's traffic will be analyzed separately, at the time that project's application comes forward. Other existing and proposed development will also contribute traffic to this intersection.

- The Street A connection will also link the existing neighborhood and Mangini Pkwy to the commercial parcel in the northeast corner of the East Bidwell St intersection with White Rock Rd and East Bidwell St itself. While concerns have been shared that this Street A link may lead to increased cut-through traffic through the existing neighborhood, the circuitous route would serve to minimize this likelihood. In fact, it is anticipated that traffic using Street A to access the future commercial parcel would be predominantly traffic originating in this neighborhood and those farther east along Sparrow Drive, rather than true “cut-through” traffic originating in or destined for points farther north or east. In addition, the Street A geometry (90-degree turns), multiple pedestrian crossings, and on-street parking all combine to create a slow and more localized travel environment. Should true cut-through traffic be identified later, the City could consider the installation of unwarranted stop control, speed enforcement, and/or radar feedback sign assemblies to deter this behavior.
- It is assumed that the projects will construct the full Street A section, thereby facilitating two-way traffic, as well as on-street parking.
- Left-turn entering volumes from East Bidwell St, while understood to be a component of the prior study’s volumes, represent just a portion of the anticipated peak-hour demand. As noted, the prior study contemplated traffic associated with a larger development area (larger TAZ). Nevertheless, because the projects are observed to be consistent with the prior study (and therefore consistent with the Specific Plan), the proposed projects are not anticipated to create conditions that require mitigations/treatments beyond those already documented in the prior study.
- The combination of the projects satisfies the peak-hour traffic signal warrant at the East Bidwell St intersection with Regency Pkwy/Street A (more than 100 peak-hour egress trips along Street A). Beyond the warrant itself, the City has indicated<sup>1</sup> that it would not support SSSC at this location with the addition of these two projects considering the current construction activity that will create a wide, fully improved intersection footprint. This footprint would make unsignalized left-turns dangerous and undesirable.
  - The commercial parcel in the northeast corner of the East Bidwell Street intersection with White Rock Road (Lot 18) will also contribute traffic to the East Bidwell Street intersection with Regency Parkway/Street A, further justifying the need for signalization at the time of Lot 14 and Lot 16 development.
  - This traffic signal is understood to be a “community benefit” and the projects’ construction of this improvement is anticipated to be eligible for credit or reimbursement.
- The projects are proposed to be served by two access points/driveways, both to Street A. The spacing of these driveways must satisfy the City’s minimum spacing requirements.
- These access points and apparent on-site circulation paths appear appropriate to serve the projects’ uses. Adequate circulation should be provided to allow for safe and efficient emergency, delivery, and refuse vehicle access.
- Adequate corner sight-distance should be provided at all project driveway intersections.

## ○ *Lot 14 Bungalows*

Although Street A is reasonably anticipated to be a low speed, low volume roadway, driveway locations and anticipated conflict points must be considered. As currently proposed, the northern site driveway along Street A is located just south of the Street A “90-degree” elbow where the roadway turns and connects to the existing neighborhood. This driveway, while it is located desirably on the outside of the curve, could create sight distance issues for traffic desiring to enter the site from the north (turning left into the driveway), especially considering that these entering vehicles may find it “comfortable” to travel in a straight line into the driveway. This movement will be in conflict with northbound traffic. To address this potential safety issue, on-street parking and other sight triangle obstructions should be removed and the unobstructed field of view maintained. According to Caltrans<sup>6</sup>, an assumed 35-mph design speed requires stopping sight distance of 250-feet. This distance represents the approaching vehicles’ travel distance. The designer should create a site triangle based on this dimension. In this unique situation, due to the two closely spaced 90-degree curves, the prevailing vehicle speeds are reasonably anticipated to be lower. As such, a prevailing speed of 30-mph was assumed for vehicles traveling between the curves and 25-mph was assumed for the vehicles traversing the curves (200-feet and 150-feet respectively).

- Similarly, adequate stopping sight distance should be provided for both Street A pedestrian crossings. The northern crossing (shown just west of the “90-degree” Street A turn and the northern site access driveway), considering its location in close proximity to a tight curve, should have advance warning signing, enhanced pavement markings, avoid conflicts with on-street parking, and maintain stopping sight distance as mentioned above. The designer should create site triangles based on the noted dimensions (see Exhibit 1). Note that one (1) on-street parking position is recommended for removal to preserve the required sight triangles. The southern crossing (shown just south of the southern site access driveway) would ideally be switched to the north side of the driveway so as to minimize conflicts with the predominant vehicle routing (to/from East Bidwell St via Street A). Regardless its location, its signing, striping, conflicts with on-street parking, and sight distance should be achieved and maintained as noted above.

## ○ *Lot 16 Apartments*

Consistent with the discussion above for the Lot 14 Bungalows project and to encourage safe operations, on-street parking and other sight triangle obstructions should be removed and the unobstructed field of view maintained at both driveway locations. According to Caltrans<sup>6</sup>, an assumed 35-mph design speed requires stopping sight distance of 250-feet. This distance represents the approaching vehicles’ travel distance. The designer should create a site triangle based on this dimension.

- Similarly, adequate stopping sight distance should be provided for both Street A pedestrian crossings. The crossings should have advance warning signing, enhanced pavement markings, avoid conflicts with on-street parking, and maintain stopping sight distance as mentioned above. The designer should create site triangles based on the noted dimensions. Both crossings would ideally be switched to the east side of the driveways so as to minimize conflicts with the predominant vehicle routing (to/from East Bidwell St via Street A). Regardless their locations, signing, striping, conflicts with on-street parking, and sight distance should be achieved and maintained as noted above.

<sup>6</sup> Highway Design Manual, Chapter 200 Topic 201 – Sight Distance, Caltrans, July 1, 2020.

## IV. Summary of Findings and Recommendations

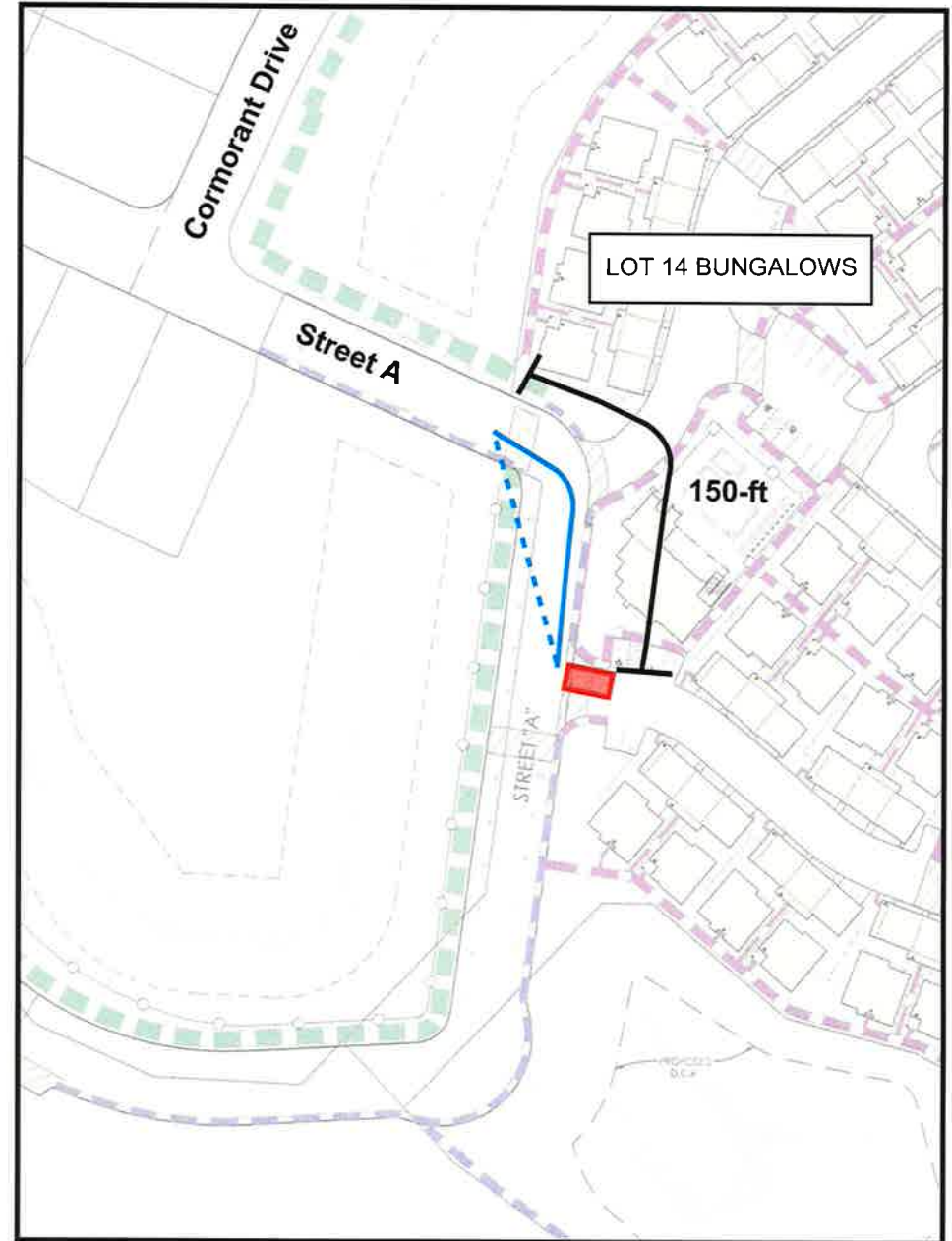
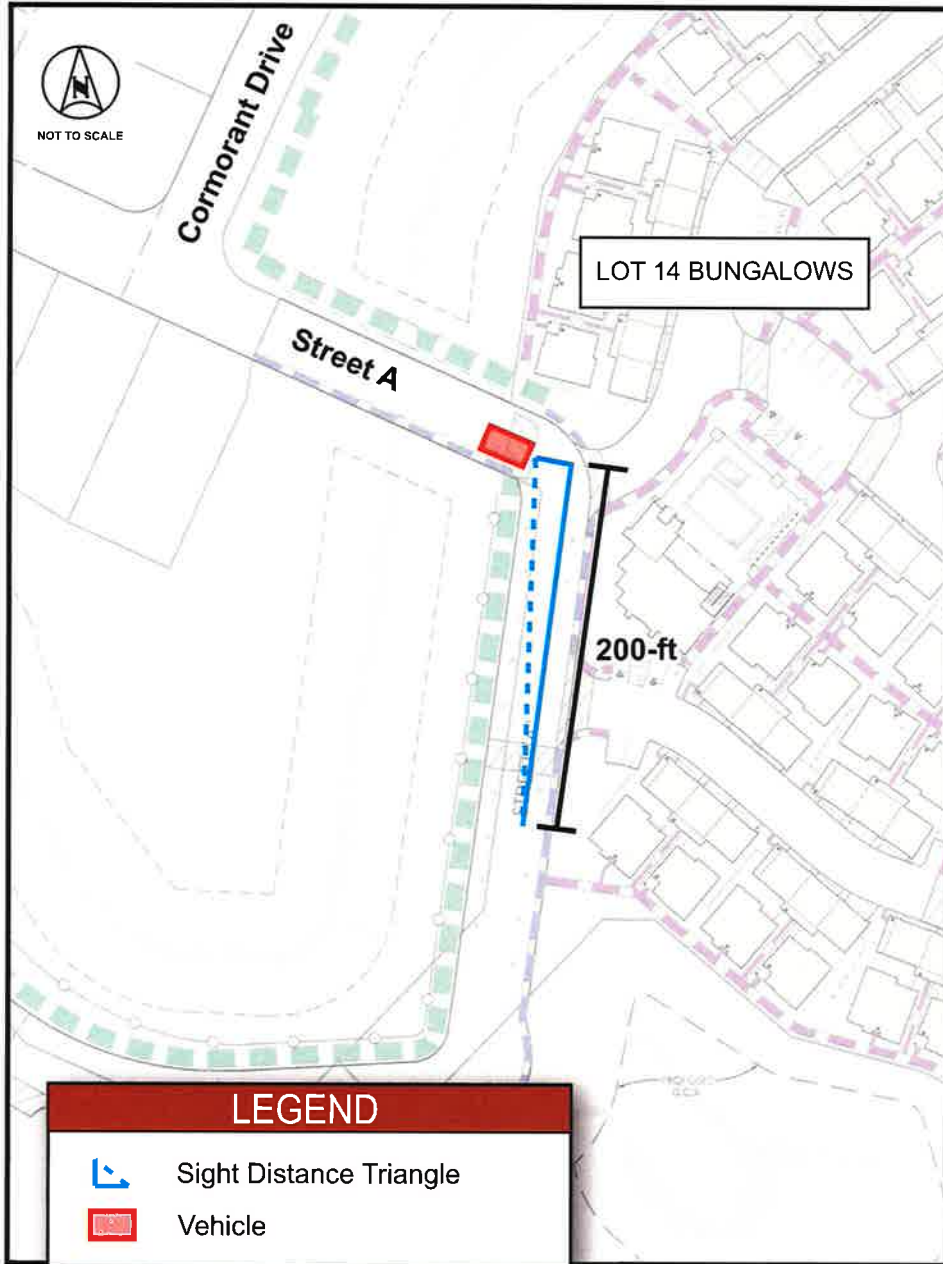
Based on the assessment documented above, the following is a summary of our findings and recommendations:

- The E Bidwell St. intersection with Regency Pkwy/Street A is currently being constructed to its ultimate width/geometry (by others). This construction should include dual southbound left-turns (250-foot pockets plus 120-foot taper) in a manner consistent with the prior study. The addition of these projects triggers the peak-hour traffic signal warrant and the signalization of this intersection is required with their development.
- Enhanced pavement markings and advance warning signing should be provided at each of the four proposed crosswalk locations (2 each connecting these projects, across Street A, to the adjacent trail) in a manner consistent with the current edition of the California Manual on Traffic Control Devices (CMUTCD).
  - The appropriate sight triangles should be provided at all four crosswalk locations to facilitate safe and orderly interactions between pedestrians and vehicles. See **Exhibit 1** for recommended modifications at the northern Lot 14 driveway. Note that one (1) on-street parking position is recommended for removal to preserve the required sight triangles at this location.
  - The southern Lot 14 Bungalows' and both Lot 16 Apartments' crosswalk locations should be relocated to the eastern/northern side of the respective driveways so as to minimize pedestrian conflicts with the predominant vehicle routing (to/from E Bidwell St).

### Attachment:

Exhibit 1 – Lot 14 Bungalows Driveway Sight Distance Evaluation





## **Attachment 22**

### **Environmental Noise Analysis Dated April 23, 2021**

## Environmental Noise Assessment

# Sage at Folsom Ranch Lot 16 Apartments

Folsom, California

BAC Job # 2021-042

Prepared For:

Van Daele Homes

Attn: Mr. Tim Fisher  
2430 Camino Ramon, Ste. 125  
San Ramon, CA 94583

Prepared By:

**Bollard Acoustical Consultants, Inc.**



Paul Bollard, President

April 23, 2021



## Introduction

The proposed Folsom Ranch Lot 16 Apartments (project) site is located with the Folsom South of U.S. Highway 50 Specific Plan. The project site is located between Scott Road and Old Placerville Road, and bordered by White Rock Road to the south, as indicated in Figure 1. The specific component of the overall Folsom Ranch development analyzed in this study is the proposed development of multi-family residential uses (apartments), as indicated in Figure 2.

Traffic on White Rock Road is considered to be a potentially significant noise source which may affect the design of the residential project. As a result, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this acoustical analysis. Specifically, this analysis was prepared to determine whether traffic noise from this roadway would cause noise levels at the project site to exceed acceptable limits as described in the Noise Element of the City of Folsom General Plan. In addition, this analysis was prepared to evaluate compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

## Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ) over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the Day-Night Average Level noise descriptor,  $L_{dn}$ , and shows very good correlation with community response to noise.



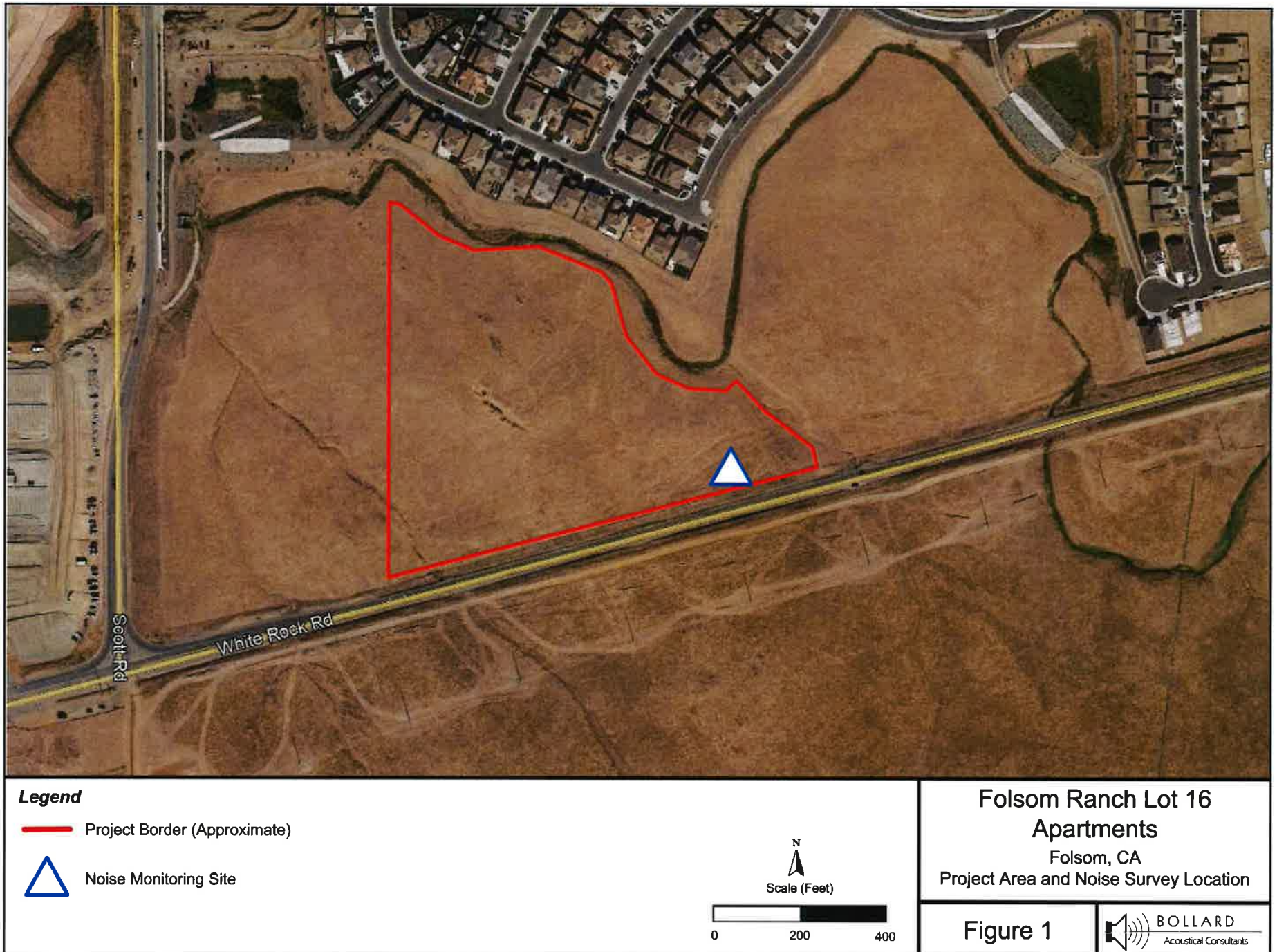
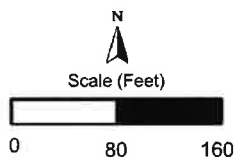


Figure 2  
Folsom Ranch Lot 16 Apartments Project Site Plan  
Folsom, CA



Proposed Sound Wall



Recommended Window Construction  
Upgrades: STC 32 Upper Floors



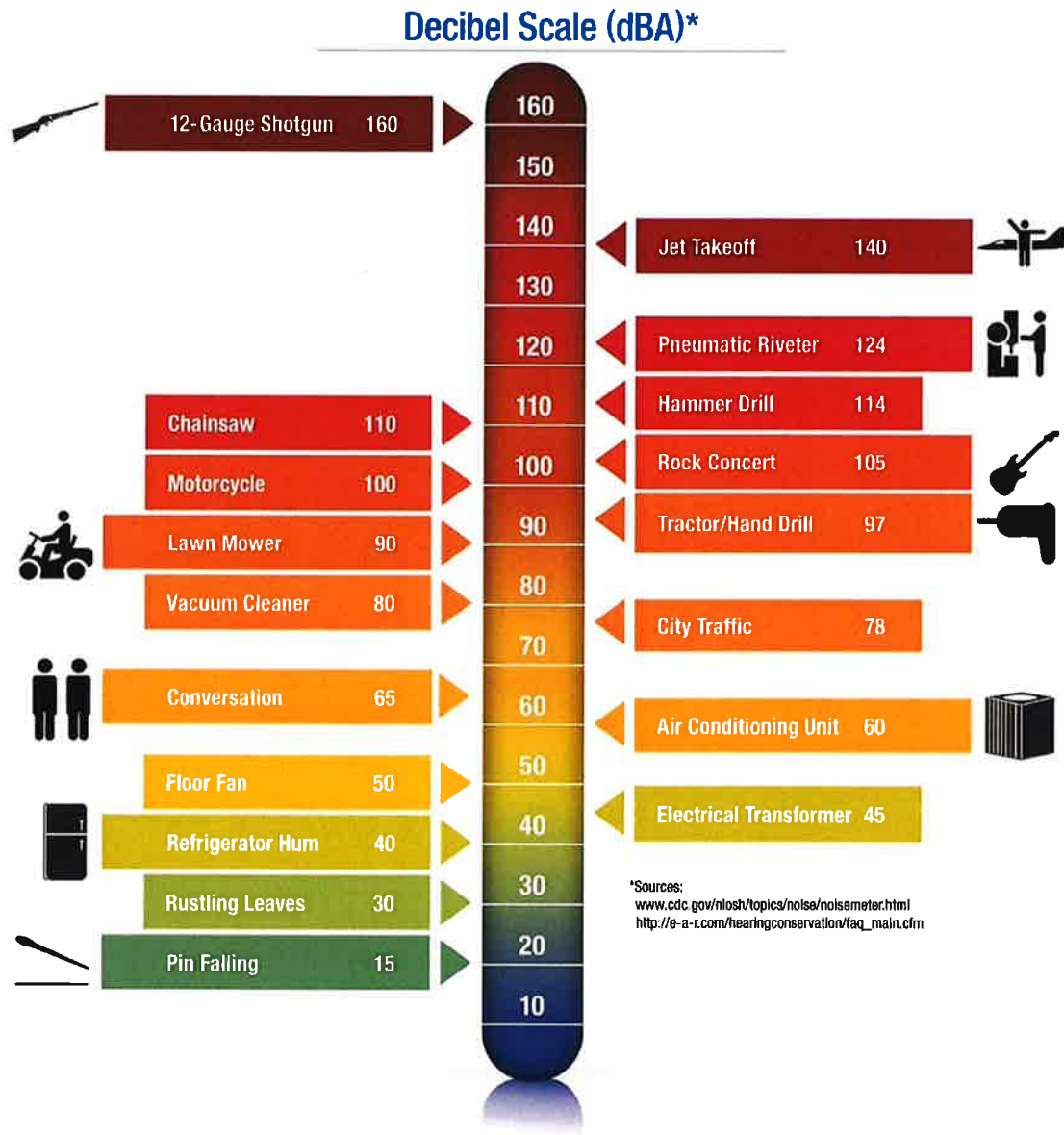
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Acoustical Consultants



The Day-Night Average Level ( $L_{dn}$ ) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average, it tends to disguise short-term variations in the noise environment.  $L_{dn}$ -based noise standards are commonly used to assess noise impacts associated with traffic, railroad and aircraft noise sources.

**Figure 3**  
**Typical A-Weighted Sound Levels of Common Noise Sources**



## Criteria for Acceptable Noise Exposure

### City of Folsom General Plan - Transportation Noise Sources

The City of Folsom General Plan Noise Element establishes an exterior noise level standard of 65 dB  $L_{dn}$  at outdoor activity areas of multi-family residential land uses exposed to transportation noise sources (i.e., traffic). The intent of this standard is to provide an acceptable exterior noise environment for outdoor activities. For multi-family residential uses, such as the proposed project, these limits are normally applied at primary common outdoor activity areas (pool).

The City of Folsom utilizes an interior noise level standard of 45 dB  $L_{dn}$  or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

### Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan in order to mitigate identified environmental impacts. The noise-related Mitigation Measures which are applicable to the development of single-family residential land uses within the Folsom Ranch development are reproduced below. Following each mitigation measure is a brief discussion as to the applicability of the mitigation measure to the Folsom Ranch Residential Development.

#### **MM 3A.11-1 Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.**

To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:

- Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.
- All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.
- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

- All motorized construction equipment shall be shut down when not in use to prevent idling.
- Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).
- Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.
- Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.
- To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).
- When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.
- The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.

*Mitigation Measure 3A.11-1 will be implemented during project construction.*

**MM 3A.11-3 Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.**

- To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.
- To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.
- All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.
- A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.
- Each blast shall be monitored and documented for groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.

*Mitigation Measure 3A.11-3 will be implemented during project construction.*

**MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways.**

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).
- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the

proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:

- limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
- constructing exterior sound walls;
- constructing barrier walls and/or berms with vegetation;
- using “quiet pavement” (e.g., rubberized asphalt) construction methods on local roadways; and,
- using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

*Pursuant to this mitigation measure, this report includes an analysis of traffic noise impacts at proposed single-family residential lots within the project site. As determined by this analysis, which is presented later in this report, future traffic noise levels generated by traffic on White Rock Road are predicted to exceed the City of Folsom exterior noise standards at the nearest proposed residential lots to that roadway. As a result, this analysis prescribes specific noise control measures as required to achieve satisfaction with the City's exterior and interior noise level standards applicable to new residential developments.*

#### **MM 3A.11-5 Implement Measures to Reduce Noise from Project-Generated Stationary Sources.**

The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:

- Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.
- External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.
- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in

every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

- Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

*When specific plans are developed for new stationary noise sources within the Folsom Ranch development indicating the locations and grading of proposed noise generating uses such as school and park playgrounds/playing fields, commercial loading docks, etc., a project-specific noise analysis will be required as outlined above to ensure compliance with City of Folsom noise standards. Because no such developments are proposed as part of the Folsom Ranch Lot 16 apartment project, or adjacent to this project, this mitigation measure is not directly applicable to this project.*

## Evaluation of Future Traffic Noise Levels at Proposed Single-Family Residences within Folsom Ranch

### Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) with the Calvenno vehicle noise emission curves was used to predict traffic noise levels at the project site.

### Traffic Noise Prediction Model Calibration

The FHWA Model provides reasonably accurate traffic noise predictions under “ideal” roadway conditions. Ideal conditions are generally considered to be long straight roadway segments with uniform vehicle speeds, a flat roadway surface, good pavement conditions, a statistically large volume of traffic, and an unimpeded view of the roadway from the receiver location. Such conditions are not present at this project site due to topographical shielding partially obscuring the roadway from view. As a result, Bollard Acoustical Consultants, Inc. conducted a calibration of the FHWA Model through site-specific traffic noise level measurements and concurrent traffic counts.

The calibration process was performed near the project site on January 6, 2015. The traffic noise measurement location is shown in Figure 1. The detailed results of this procedure are provided in Appendix B. The FHWA Model was found to slightly over-predict noise levels along White Rock



Road. As a result, a -1 dB offset was applied to the future lots proposed adjacent to White Rock Road to account for this difference.

### Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data contained in the Folsom South of Highway 50 Specific Plan EIR to predict future traffic noise levels at the proposed primary common outdoor use area (pool) and apartment building facades located closest to White Rock Road. The predicted worst-case, future traffic noise levels at the lots proposed nearest to White Rock Road are summarized in Table 1. It should be noted that the noise reduction provided by the proposed 8-foot tall masonry sound wall along White Rock Road (See Figure 2) were included in the calculations of first floor building façade noise exposure. An additional offset was applied at the pool area to account for shielding provided by intervening structures which would further shield White Rock Road traffic noise at the pool area. Detailed listings of the FHWA Model inputs and predicted future traffic noise levels at the project site are provided in Appendix C.

**Table 1**  
**Predicted Future Traffic Noise Levels**  
**Folsom Ranch Lot 16 Apartments Development – City of Folsom, California**

<b>Lot Description</b>	<b>Distance to Roadway Centerline (feet)</b>	<b>L<sub>dn</sub> (dB)</b>
1 <sup>st</sup> Floor Facades Adjacent to White Rock Rd	75	64
2 <sup>nd</sup> & 3 <sup>rd</sup> Floor Facades Adjacent to White Rock Rd	75	74
Common Pool Area	600	48

Note: A complete listing of FHWA Model inputs and results are provided in Appendix C.

### Analysis

#### Primary Outdoor Activity Area (Pool Area):

The Table 1 data indicate that future traffic noise levels at the proposed common pool area are predicted to be 48 dB L<sub>dn</sub>, which would easily satisfy the 65 dB L<sub>dn</sub> exterior noise level standard applied by City of Folsom to the outdoor activity areas of new multi-family residential developments. As a result, no additional noise mitigation measures would be required for the primary outdoor activity area location.

#### Interior Areas:

After construction of the proposed barrier along White Rock Road, the exterior noise environment at the residences proposed closest to that roadway is predicted to be approximately 64 dB L<sub>dn</sub> at first-floor facades. To achieve compliance with the City's 45 dB L<sub>dn</sub> interior noise level requirement

within first-floor rooms, a building facade noise reduction of 19 dB would be required of the first-floor exterior wall construction.

Standard residential construction typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed, and approximately 15 dB with windows open. Therefore, standard construction practices would be adequate for first-floor facades of all residences constructed within this development, provided mechanical equipment is included in the project construction to allow occupants to close doors and windows as desired for additional acoustical isolation.

Due to reduced ground absorption at elevated positions, second-floor traffic noise levels are predicted to be approximately 3 dB higher than first-floor levels. In addition, second- and third-floor facades would not be shielded by the proposed noise barrier. As a result, second floor exposure of the apartments proposed adjacent to White Rock Road are predicted to be approximately 74  $L_{dn}$ .

While standard construction practices would be acceptable for the first-floor facades of the apartments proposed adjacent White Rock Road, improvements to second-floor building façades would be required at those same apartments. To ensure satisfaction with the City's 45 dB  $L_{dn}$  interior noise level standard, this analysis recommends that all second-floor windows of the apartments proposed adjacent to White Rock Road from which the roadway is visible have a minimum STC rating of 32. The specific building areas where upgraded upper-floor window assemblies would be required (assuming a view of White Rock Road), are indicated on Figure 2.

## Conclusions

A portion of the Folsom Ranch Lot 16 Apartment Project will be exposed to future traffic noise levels in excess of the City of Folsom 45 dB  $L_{dn}$  interior noise level standard. The following specific measures are recommended to achieve compliance with the City's exterior and interior noise standards.

1. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.
2. All second- and third-floor windows of the lots located adjacent to White Rock Road from which the roadway is visible should have a minimum STC rating of 32. Figure 2 shows the specific areas where upper-floor upgrades are required.

These conclusions are based on the project site plan shown in Figure 2, on the traffic data and assumptions cited in Appendix C, and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the above-mentioned resources could cause future traffic noise levels to differ from those predicted in this assessment.

In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's environmental noise assessment for the proposed Folsom Ranch Unit 16 Apartment Project. Please contact BAC at (916) 663-0500 or [paulb@bacnoise.com](mailto:paulb@bacnoise.com) with any questions regarding this assessment.

## Appendix A Acoustical Terminology

<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
<b>IIC</b>	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
<b>Ldn</b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>Leq</b>	Equivalent or energy-averaged sound level.
<b>Lmax</b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>Masking</b>	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
<b>Noise</b>	Unwanted sound.
<b>Peak Noise</b>	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
<b>RT<sub>60</sub></b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>STC</b>	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



**Appendix B**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Calibration Worksheet**

**Project Information:**

Job Number: 2021-042  
Project Name: Folsom Ranch Lot 16 Apartments  
Roadway Tested: White Rock Road  
Test Location: Site 1  
Test Date: January 6, 2015

**Weather Conditions:**

Temperature (Fahrenheit): 63  
Relative Humidity: 57%  
Wind Speed and Direction: Calm  
Cloud Cover: Clear

**Sound Level Meter:**

Sound Level Meter: LDL Model 820 (BAC #8)  
Calibrator: LDL Model CAL200  
Meter Calibrated: Immediately before  
Meter Settings: A-weighted, slow response

**Microphone:**

Microphone Location: Near Project Site  
Distance to Centerline (feet): 80  
Microphone Height: 5 feet above ground  
Intervening Ground (Hard or Soft): **Soft**  
Elevation Relative to Road (feet): 5

**Roadway Condition:**

Pavement Type: Asphalt  
Pavement Condition: Good  
Number of Lanes: 2  
Posted Maximum Speed (mph): 55

**Test Parameters:**

Test Time: 2:55 PM  
Test Duration (minutes): 15  
Observed Number Automobiles: 78  
Observed Number Medium Trucks: 3  
Observed Number Heavy Trucks: 0  
Observed Average Speed (mph): 50

**Model Calibration:**

Measured Average Level ( $L_{eq}$ ): 58.2  
Level Predicted by FHWA Model: 60.3

**Difference: 2.1 dB**

## Appendix C

### FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)

#### Noise Prediction Worksheet

##### Project Information:

Job Number: 2021-042  
Project Name: Folsom Ranch Lot 16 Apartments  
Roadway Name: White Rock Road

##### Traffic Data:

Year: 2025  
Average Daily Traffic Volume: 30,800  
Percent Daytime Traffic: 83  
Percent Nighttime Traffic: 17  
Percent Medium Trucks (2 axle): 1  
Percent Heavy Trucks (3+ axle): 1  
Assumed Vehicle Speed (mph): 55  
Intervening Ground Type (hard/soft): **Soft**

##### Traffic Noise Levels:

		-----L <sub>dn</sub> , dB-----					
Location:	Description	Distance	Offset (dB)	Autos	Medium Trucks	Heavy Trucks	Total
1	1st Floor Facades Adjacent to White Rock	75	-8	63	50	54	64
2	2nd floor facades adjacent to White Rock	75	2	73	60	64	74
3	Common Pool Area	600	-10	48	35	39	48

##### Traffic Noise Contours (No Calibration Offset):

L <sub>dn</sub> Contour, dB	Distance from Centerline, (ft)
75	46
70	99
65	214
60	462





## **Attachment 23**

### **Folsom Ranch Central District Design Guidelines**

FOLSOM RANCH, CENTRAL DISTRICT

# DESIGN GUIDELINES

## Addendum



# 5

## DESIGN GUIDELINES

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### MULTI-FAMILY



## PURPOSE AND OBJECTIVE

The intent of the Folsom Ranch Multi-Family guidelines is to establish parameters which apply to all multi-family land use categories, including Multi-Family Low Density (MLD), Multi-Family Medium Density (MMD) and Multi-Family High Density (MHD). The guidelines are intended to encourage creativity in solutions to specific design opportunities.

## ARCHITECTURAL PRINCIPLES

The following principles have been identified to achieve the common goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch Community.

- Designs incorporating building types, orientation with site improvements, and circulation in a manner to cohesively blend into its existing and planned surroundings.
- Designs highlighting community features for enhanced appearance, safety, convenience, and social interaction through circulation connectivity and siting of open space.
- Designs supporting a high-quality of life with appropriate usable private and common areas.
- Designs embodying high-quality design elements and project identity through variation in massing, articulation, heights, materials, styles, and creativity.







## BUILDING TYPES AND DENSITIES

There are several recognized multifamily building types that range from attached or detached townhouse developments to stacked flats / townhouses with a podium garage. Each building type has specific traits and is looked at separately within these guidelines.

### DETACHED TOWNHOUSES

Detached townhouses are units typically situated in a row separated by private open space between units. Units generally are more uniform in appearance than small lot detached homes and might include three-story units

#### FEATURES :

- Building design focus on individual unit identity and architectural interest
- Typical built density: 8-12 units per acre
- Front-loaded with the front door and garage facing the street or rear-loaded with garage facing the rear of the property or a private street
- Side yards may provide usable private open space and the site may include additional common open space

### ATTACHED TOWNHOUSES

Attached townhouses are units typically situated in a row of at least three or more units where there is no separation between units. Buildings of two attached units are duplexes, twins, or duets. These can be designed as either front- or rear-loaded.

#### FEATURES :

- Typical built density: between 14-25 units per acre
- Generally uniform massing with individualized separate unit entrances
- Front-loaded with the front door and garage facing the street, or "rear-loaded" with the garage facing the "rear" of the property, or private street
- Greater efficiency in layout without side yards provides for greater density opportunities and larger common open space than private spaces
- Private open space for each unit is provided by a front patio or balcony
- Building design focus on overall building appearance and massing
- Units organized around "public" spaces and sites around common space amenities.



## STACKED FLATS WITH SURFACE PARKING

Stacked Flats are units arranged on a single level of a building and surrounded by units either above or below each unit.

### FEATURES:

- Typical built density: 20-30+ units per acre
- Typically, 2-4 stories of single-level units stacked on top of each other
- Individual unit access can be from either common interior corridor or by discrete exterior entrances
- The design focus is on the whole building, less on individual units
- Common open space is typically provided in open areas of courtyards or common ground area
- Private open space is typically provided in the form of balconies

## TOWNHOUSES / STACKED FLATS ABOVE PODIUM PARKING

Townhouses or stacked flats are units built over a submerged or partially submerged parking garage or "podium," rather than with individual garages.

### FEATURES:

- Typically, 3-4 stories or more in height above a parking podium (garage)
- Typical built density of 30-60 units per acre
- The design focus is on the entire building, not individual units
- May or may not have additional surface parking
- Urban in appearance due to height, mass, and scale
- Common open space is typically provided, including private space balconies

## SITE PLANNING

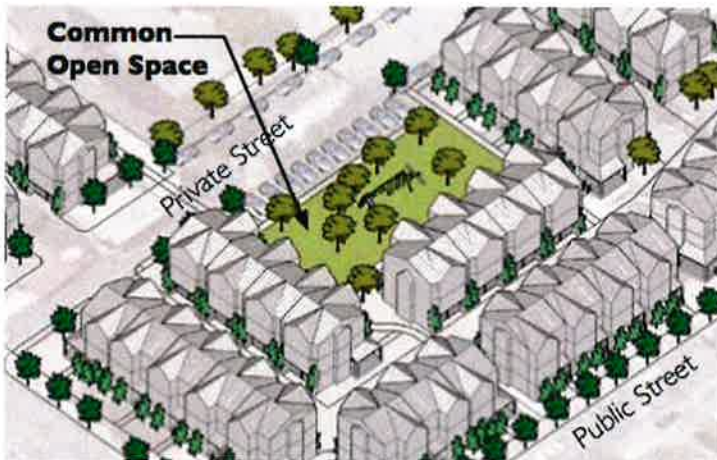
A multi-family residential development should unify the styles and character of the surrounding community. The location of these areas should be in walking distance to parks, commercial centers, and public facilities.

- Residential developments should provide a variety of architectural styles complementary to each other to provide a diverse neighborhood atmosphere.
- Building orientation and site layout to address privacy concerns.
- A variety of one, two, and three-bedroom dwelling units should be provided to encourage a variety of product types. Units should be mixed throughout the development.
- Units should front streets and common areas to increase visibility of public streets, parks, and open spaces within the neighborhood.
- The design should consider compatibility with the surrounding neighborhood by mimicking existing architectural styles, massing, colors, and rhythm.
- Acoustical and noise attenuation issues should be considered during the design process.



## SMALL AND MEDIUM SITES

- Privacy:
  - Use building orientation and site layout to address privacy concerns
  - Buildings should be of a scale and have massing that is sensitive to adjacent properties
- Open Space:
  - Buildings should define the edges of and face onto the common open space
  - Location should be clearly and easily accessible
  - Common open space should be consolidated in one location to allow for high usability and sustainability
  - Private spaces should be provided at side and rear yards
- Circulation:
  - Guest parking may be difficult to provide on small sites with limited space; however, it should occur at the rear of the site
  - Shared vehicle and pedestrian circulation areas should utilize pavers for pedestrian ways traversing parking areas or alongside of vehicular circulation



**RECOMMENDED** - Buildings that face open spaces define the edges of the open space.

## LARGE SITES

- Connectivity:

- Streets, auto courts, paseos and pedestrian ways should not only connect internally but also to adjacent streets in neighboring developments
- Pedestrian and bike paths should be used where street connections to adjacent neighborhoods are challenged
- Use paseos and pedestrian paths for internal connections.

- Hierarchy of Streets:

- Clear distinction in scale, landscape treatment, and orientation between public/private streets, auto courts and pedestrian paseos

- Auto courts should be designed to act as secondary circulation to reduce service functions and garage access from public and private streets

- Guest parking should be located throughout site

- Building Frontage and Orientation:

- Units should face streets, open spaces and internal private streets wherever possible
- Building fronts should include porches and door facing streets

- Open space:

- Large open space should be the fundamental organizing element of the site plan
- Common open space should be centralized and directly accessible to units. It should be linked to adjacent parks and paseos and paths where possible





## CIRCULATION BETWEEN NEIGHBORHOODS

- Connect to surrounding neighborhoods with streets
- Develop an overall connected network of streets and auto courts on larger sites
- Anticipate future connections to adjacent parcels to provide for future opportunities
- Include adequate emergency vehicle access
- Connect neighborhoods with pedestrian and bicycle connections, especially where street connections are challenged due to site constraints
- Avoid dead end street stubs



## ENTRY DRIVES

- Easily identifiable and aesthetically pleasing entrances designed to complement the style of the project should be provided.
- The principal vehicular access into a multi -family housing project should be through an entry drive rather than a parking drive. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
- Driveway entries should align with existing or planned median openings and adjacent driveways.
- The number of site access points should be minimized.

## CARS, BIKES AND PEOPLE

- Connect the overall network of private streets, auto courts, and pedestrian walkways on larger sites.
- Traffic calming techniques should be used throughout development sites.
- Use color, texture, and landscape to reinforce purpose of the facility.
- Private streets and access ways should be used to allow design flexibility and enhancement of vehicular and pedestrian facilities.
- The principal vehicular access into a project should be through an entry drive rather than a drive for parking
- Pedestrian and bike paths shall be used to connection nearby neighborhoods, schools, parks, commercial projects, and bicycle parking areas should be provided



## OPEN SPACE

- Aggregate common open space to make a large usable area that serves as the central focus
- Open space areas shall be well landscaped to create a visually appealing high quality open space with emphasis on privacy and green space
- Common open space should be well defined by streets and buildings
- Common open space should be centralized and directly accessible to units. It should link adjacent parks, paseos and paths
- Small development sites may prioritize private spaces over common spaces
- Define edges of open space with units, buildings, and walkways. Streets can also serve this function, but buildings are recommended wherever possible
- Large and medium sites should have one central open space and other small diverse open space
- Common open space should be designed to provide for both active and passive uses, not merely decorative space.

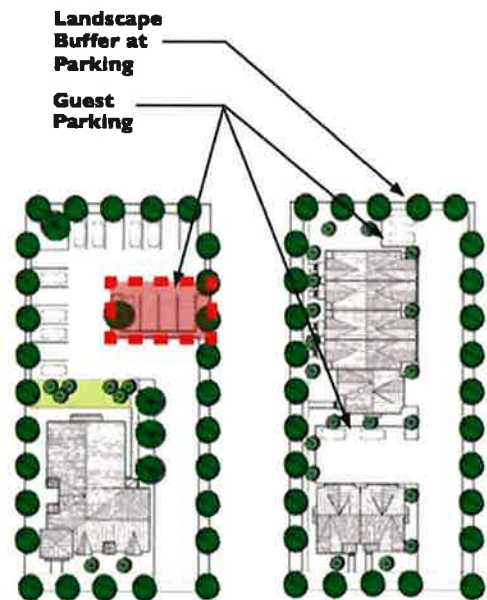


## PEDESTRIAN ACCESS AND PASEOS

- Paseos should serve as the front or "face" of units when a front door on a street is not feasible
- Paseos should be well-lit for pedestrians without adding glare to adjacent residences.
- Connect paseos to form internal walkway networks within developments.

## GUEST PARKING

- Parking requires adequate maneuvering areas for vehicle turnarounds.
- Connect units to parking areas via walkways.
- Guest parking may be located on private streets, in parallel or perpendicular (90 degree) parking spaces.
- On deep narrow sites, guest parking should be located at the rear of the site.
- Vehicular turnaround space may occur within the setback if an adequate landscape buffer between paved area and property line is maintained.
- In larger developments, guest parking should be located in parallel, perpendicular, or angled spaces along private streets or dispersed within auto courts.
- Provide sufficient and convenient guest parking appropriately dispersed on site.



## PARKING AREA SCREENING

- Screening should be provided at the edge of all parking areas
- A landscaping buffer should be provided between parking areas and public rights-of-way
- A 36-inch to 42-inch high berm, headlight hedge, or masonry wall should be used to screen any parking at the street periphery. Breaks should be provided to allow pedestrian circulation. A combination of walls, berms, and landscape material is highly recommended.
- Both sides of all perimeter walls or fences should be architecturally treated. Walls should be finished and designed to complement the surrounding development. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony.

## BUILDING ORIENTATION RELATED TO PUBLIC SPACES

- Orient buildings to face public/private streets and open space.
- Include building entrances as primary building features opening to common open space or streets.
- Use corner treatment and architectural detailing on narrow small sites where it is not possible for front facades of buildings to face a street.
- Locate private uses and private space along private streets, side yards, and rear of properties where possible
- Design upper floors of 3-story and taller buildings to avoid over-dominating the size of the open spaces, streets or alleys
- Building fronts provide definitive edges to common open space, public and private streets, and paseos.
- Building entrance features such as porches, stoops, front walkways, windows and front doors provide a public "face" and orientation to a building; these features on the public street side of the building provide a building face on the street.
- Corner or end unit architectural treatment can include wrap-around porches and facade detailing in order for a building to face the public street, paseo, or open space.
- Address numbers that are identifiable for each unit where buildings face the street, paseo, or open space provide an orientation feature to the public space or street

## ARCHITECTURAL GUIDELINES FOR MULTI-FAMILY

The following styles can be used within Folsom Ranch, Central District:

- Spanish Colonial
- Monterey
- Western Farmhouse
- Craftsman
- Early California Ranch
- American Traditional
- Agrarian Contemporary

Additional architectural styles compatible with the intent of these guidelines may be added when it can be demonstrated to the Architectural Review Committee that they are regionally appropriate.



## MASSING

- To create variety in the streetscape, roof forms shall vary within a block of buildings.
- Large projects should be broken up into groups of structures of various heights.
- Buildings designs should include a combination of the following techniques:
- Where appropriate, the upper stories of multi-family buildings should be stepped back to reduce the scale of facades that face the street, courtyards, or open space areas
- Structures with greater height should include additional setbacks and steps within the massing to create a transition in heights from adjacent properties and avoid dominating the character of the neighborhood.
- Vertical elements such as towers may be used to accent horizontal massing and provide visual interest
- Building scale should be reduced through the proper use of window patterns, structural bays, roof overhangs, wall materials, awnings, fixtures, and other details.
- Architectural details and materials on lower walls that relate to human scale. Arches, trellises, or awnings should be utilized

## ROOF LINES AND MATERIALS

- A variety of roof planes and accent details increase the visual quality and character of a building.
- Varied roof pitches, porches, and overhangs provide visual interest and increase the architectural character of the dwelling unit.
- Use of a variety of roof tiles and colors consistent with the architectural style is encouraged.
- Roofing colors shall be earth tones to minimize reflective glare and visual impacts.
- Major roofs shall be designed in a straightforward way, to cover and highlight the primary masses of the buildings.
- Gambrel and Mansard style roofs are not permitted.
- Flat roofs are permitted within context of architectural style.



## Garage and Accessory Buildings

- The architectural style and character of garages and parking structures will be consistent with the house.
- Garage doors are preferred to be perpendicular to the street or located at the rear of the lot.
- Garage doors should be recessed into, rather than flush with, the exterior wall.
- Detached garages and accessory structures should be designed as an integral part of the architecture of the project and should be similar in materials, color, and detail to the principal structures of a development.
- Detached garages, carports, and accessory structures should incorporate roof slopes and materials similar to the principal structures of a development
- Carport columns shall include architectural features and be a minimum of 24 inches wide at the base. The architectural treatment shall extend vertically for a minimum of 36 inches.

## Lighting

- All lighting selections shall meet the dark sky recommendations
- Light fixtures should be designed or selected to be architecturally compatible with the main structure or theme of the development.
- Up lighting of building elements and trees should use the lowest wattage possible to minimize impacts to the night sky. Light sources for wall washing and tree lighting should be hidden.
- Where landscaping is lit, low-voltage lighting should be used whenever possible to conserve energy. Energy efficient lamps and ballasts, controlled by photoelectric methods or timers, should be incorporated.
- Walkways and paseos should be lit to ensure safe night time conditions.
- Light poles should be designed with downward facing fixtures to eliminate light spill.
- The height of a light pole should be appropriate in scale for the building or the complex and the surrounding area.





# 6

## FOLSOM RANCH, CENTRAL DISTRICT DESIGN GUIDELINES

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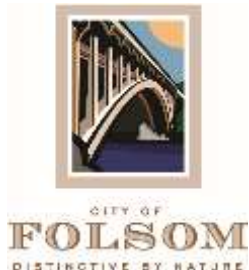
### ERRATA

## PURPOSE AND OBJECTIVE

The following changes to the Folsom Ranch, Central District Design Guidelines are submitted to reflect the most recent land plan. Additional enhancements to the Architectural Guidelines have been made to further clarify the architectural styles, elements, and details related to single family home designs within Folsom Ranch. The goal of ensuring a high-quality and aesthetically cohesive environment throughout the Folsom Ranch community remains the highest priority for the project.

### FOLSOM RANCH, CENTRAL DISTRICT DESIGN GUIDELINES (MAY 2015) ERRATA SHEET (JANUARY 2018)

SECTION # PAGE #	DESCRIPTION
Section 1 Page 2	Figure 1.2 has been updated to reflect the current location of the entire Folsom Ranch planned area.
Section 1 Page 3	Table 1.1 has been updated to reflect the current land plan for Folsom Ranch.
Section 1 Page 3	Figure 1.3 has been updated to reflect the current Folsom Ranch Boundary and Land use plan.
Section 2 Page 12	The list of appropriate architectural styles has been updated to include Agrarian Contemporary.
Section 2 Page 14	Changed bullet related to roof forms for Spanish Colonial style to read : Roof forms are typically comprised of a main front to back gable with front facing gables. The predominantly gable and shed roofs have tight rakes and 18" eaves. Designers are encouraged to limit use of conical roofs on circular towers, or hip roofs over terrace areas. Typical roof pitch of 4:12
Section 2 Page 16	Modified bullet related to roof forms for Western Farmhouse to read : Roof forms with steeper pitch (6:12 – 8:12) is encouraged. A dominant forward facing gable roof provides architectural distinction and is a preferred element. Flat concrete roof tiles or equal.
Section 2 Page 18	Modified bullet related to roof forms for Craftsman to read : Roof forms are typically side-to-side gable with cross gables. Use of secondary masses with 18" rake and 18" – 24" eaves provides the architectural distinction of this style and is highly encouraged.
Section 2	Page 21 added to provide guidelines for Agrarian Contemporary architectural style.



## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Zoning Code – Review of Home Occupation Permit Regulations  
**File #:** PN 19-051  
**Request:** Review and Comment  
**Location:** Citywide  
**Parcel(s):** N/A  
**Staff Contact:** Desmond Parrington, AICP, Principal Planner, 916-461-6233  
dparrington@folsom.ca.us

**Recommendation:** Please review and comment on the report and presentation and provide direction to staff on a preferred course of action as it relates to City regulations for home-based businesses.

**Project Summary:** In light of the COVID-19-related restrictions during the pandemic, which have had a disproportionate impact on small businesses, as well as the continued growth of home-based businesses, questions have been raised about whether the City should update its home occupation permit (HOP) regulations to provide more flexibility. A home occupation is any business-related use within a residential structure or accessory structure that is secondary to the residential use. A home occupation (i.e., a home-based business) can be located in a single-family home, duplex, apartment unit, or in an accessory structure. The purpose of this workshop is to explore the issues associated with home-based businesses, the City's current regulations, consider potential changes, and discuss the trade-offs involved. Staff is seeking input from the Commission in order to determine the next steps.

Submitted,



PAM JOHNS  
Community Development Director

## ATTACHMENT 1 DESCRIPTION/ANALYSIS

**Issue:** Recently, the City has received requests to allow greater flexibility for home-based businesses in residential areas including the ability to have small storefronts visible from the right-of-way. There have been a couple storefronts identified in Folsom that have generated both support and opposition from neighbors. The requests are part of a new trend that has seen some communities reduce restrictions on home-based businesses. A recent example was a pilot program launched in the City of Seattle in early 2021 during the COVID-19 pandemic. As part of its program, the City of Seattle temporarily reduced restrictions. The changes allowed more employees on site, allowed more clients and visitors, allowed larger signs (up to 5 sq. ft.), reduced required off-street parking, and allowed for storefronts and on-site sales. Seattle did this to assist businesses during the pandemic, support job growth, and promote local economic development at the neighborhood level. Portland and Chicago have been exploring this as well though no changes have been made to date. Other communities have started to look at this issue given the impact to small businesses during the pandemic and the continued growth of home-based businesses. Locally cities like Citrus Heights allowed a longer grace period for businesses to obtain their required permit or license if they did not have one, but most other home-based regulations in our region have remained in place.

There has been another trend that has emerged in the past several years as well, but which has also accelerated during the pandemic. That is the trend of home offices and accessory commercial uses (ACUs). While most people are familiar with home offices, some home offices and businesses have been built in stand-alone structures similar in size and nature to a residential accessory dwelling unit (ADU). These so-called ACUs have been used by home-based businesses to provide a separation from the home and provide an area to meet with clients or provide a retail storefront. In some communities in other states, there has been an effort to allow this type of small detached commercial unit in residential zones. Under current City regulations, Folsom allows accessory structures to be used for home-based businesses and the business owner can receive a home occupation permit so long as the size of the accessory structure is not greater than 25 percent of the habitable area of the residence. The structure still must comply with the setback and other zoning requirements.

Allowing greater flexibility for home-based businesses can have benefits as well as drawbacks. On the one hand, home-based businesses are often sources of innovation and local economic development. Many successful home-based businesses outgrow their home and move into buildings in commercial areas generating jobs and revenue in their community. Think of those technology companies like Apple and Microsoft that started in home garages or food companies like Amy's Kitchen that started in a home

kitchen in Sonoma County. In addition, home-based businesses can provide the kind of helpful services in a residential neighborhood that used to be present in neighborhoods of the past but which are now found only in commercial areas and shopping centers that involve automobile trips to those locations. The classic example is the corner neighborhood market with the store owner living on top or in back of the store, which is often seen in older neighborhoods built in the 1920s and 1930s.

On the other hand, most zoning codes only allow those home-based businesses that are unlikely to change the residential character of the neighborhood. Zoning kept commercial businesses out of residential areas so that residences were not impacted by noise, traffic, vibration, parking issues, odors, light, glare, and pollution that can be associated with larger commercial activity. Yet, even with smaller home-based business there can be many issues that affect the neighborhood. For example, the City's Code Enforcement staff have handled 90 cases over the past 5 years related to complaints about violations of the City's home occupation permit conditions and requirements. While this is a small portion of their overall complaints, these issues have had negative impacts on the affected neighborhoods. Some of these issues include:

- Noise
- Too many vehicles
- Commercial vehicles and trailers parked at the home or on the street
- Products and materials stored on site and visible to the public
- Too many employees
- Too many visitors
- Too many deliveries
- On-site sales in the home
- Late night activity
- Signs (e.g., large signs, lighted signs, and neon signs)
- Alterations to the home without a building permit
- Odors
- Pollution (e.g., fluids poured down storm drains)
- Visibility of commercial activities
- Use of public right-of-way

Given the tradeoffs involved, the central issue will be evaluating City regulations to ensure that they strike an acceptable balance between supporting the home-based business needs of local residents while preventing home-based businesses that negatively impact a neighborhood. The key question is: What is the right balance?

The purpose of this workshop is to: 1) revisit the intent and objectives of the City's regulations covering home-based businesses; 2) discuss whether changes are needed to the City's regulations; 3) if changes are desired, then determine what type of changes

are needed; and 4) if changes are supported, then discuss whether those changes should be made permanent or set up as a pilot program for a limited duration.

**Background:** Home-based businesses are regulated by the City in the Folsom Municipal Code (FMC). The owner and operator of a home-based business must obtain a City business license as set forth in Chapter 5.04 of the FMC. In addition, home-based businesses are subject to the requirements of Title 17 of the FMC, which is commonly referred to as the Zoning Code. Chapter 17.61 provides the regulations associated with home-based businesses through the home occupation permit process. As described later in this report, the General Plan policy and the intent of this chapter in the Zoning Code is to allow home-based businesses while maintaining the residential character of the neighborhood and preventing undesirable impacts to nearby residences often associated with commercial business activity.

To address the intent and purpose of the current ordinance, home occupations (i.e., home-based businesses), as set forth in Section 17.61.070 of the FMC, must meet the following criteria:

- Size: The business, including storage or equipment, cannot take up more than 25% of the floor area of the dwelling unit.
- Number of Employees: Employment is limited to the residents and no more than two (2) non-resident employees on-site.
- Clients: Clients are limited to no more than two (2) at one time and no more than eight (8) clients per day. Clients are permitted between the hours of 7:00 am to 10:00 pm on weekdays and 8:00 am to 6:00 pm on weekends.
- Vehicles: Only one (1) commercial vehicle up to one-ton is allowed.
- Parking: Off-Street parking must be provided for any commercial vehicle associated with the home occupation (i.e., company car or truck).
- Deliveries: No more deliveries than is normal for a residence (i.e., no more than 1 per day).
- Signage: Signage is limited to one attached, suspended or projecting sign no more than one (1) square foot in size.
- Nuisances: No activity that produces noise, smoke, odors, glare, electrical interference, or vibrations that can be detected beyond the site is allowed.
- Other Conditions: Additional conditions may be imposed as deemed necessary by the Community Development Director consistent with the intent of the ordinance.

The issuance or denial of a home occupation permit may be appealed to the Planning



Commission so long as the appeal is filed within 10 days of the Director's decision. The Planning Commission may attach additional conditions to the permit that are necessary to ensure compliance with the intent. The decision of the Planning Commission can also be appealed to the City Council within 10 days of the Commission's decision. Once granted, the permit is valid for one year.

The Planning Division of the Community Development Department reviews and issues home occupation permits, and renewals are handled by the Finance Department. Complaints related to home-business activities are handled by the Code Enforcement Division in the Community Development Department.

The home occupation regulations and permit process in Folsom's Zoning Code are typical of those in most other jurisdictions. As shown in Table 1 on the following page, Folsom's regulations are more lenient in several cases compared to many of its neighbors. For example, Folsom allows a greater percentage of the home to be used for the business and allows for signage. One of the major differences between Folsom's current rules and those of other jurisdictions is that some list those uses that are allowed and/or those that are prohibited as home-based businesses. Folsom's ordinance currently does not do this. However, as part of the Zoning Code Update, staff plans to provide a list of prohibited home-based businesses to reduce confusion about small businesses that are not suitable in a residential environment (e.g., on-site gun and ammunition sales, on-site alcohol sales, on-site automotive repair, appliance repair, animal kennels, etc.).

In addition to the City's home occupation permit requirements, some residential neighborhoods in Folsom are subject to conditions, covenants, and restrictions (CC&Rs). These are typically monitored and enforced by a homeowner's association (HOA), which may further regulate or in some cases prohibit home-based businesses. Regardless of what zoning regulations allow, the City has no control over conditions, covenants, and restrictions, or the actions of an HOA.

**Table 1**  
**Regional Comparison of Home Occupation Permit Rules**

<b>Jurisdiction</b>	<b>% of Home</b>	<b>Number of On-Site Employees</b>	<b>Max. Clients at One Time</b>	<b>Max. Clients Per Day</b>	<b>On-Site Sales</b>	<b>Storefronts Allowed?</b>	<b>Signage Allowed</b>	<b>Signage Size</b>	<b>Illuminated Signs</b>	<b>Number of Business Vehicles</b>
<b><i>Folsom</i></b>	<b><i>25%</i></b>	<b><i>Residents + 2</i></b>	<b><i>2</i></b>	<b><i>8</i></b>	<b><i>Yes</i></b>	<b><i>No</i></b>	<b><i>Yes</i></b>	<b><i>1 sq. ft.</i></b>	<b><i>No</i></b>	<b><i>1</i></b>
Auburn	--	Residents Only	--	--	No	No	No	--	No	0
Citrus Heights	20%	Residents + 1	2	8	Limited*	No	Yes	1 sq. ft.	No	2
Rancho Cordova	--	Residents Only	--	--	Limited*	No	Yes	4 sq. ft.	No	2
Rocklin	--	Residents + 1	--	--	Yes	No	Yes	2" x 10"	No	1
Roseville	15%	Residents Only	1**	--	No	No	No	--	No	1
Sacramento City	10%	Residents + 1	1	8	Yes	No	No	--	No	1
Sacramento County***	20%	Residents Only	2	8	Limited*	No	Yes	4 sq. ft.	No	0

**Notes:**

\*Limited only to sales of products produced by residents.

\*\*One (1) student per hour allowed. Otherwise, clients not allowed unless granted by the Approving Authority.

\*\*\*Sacramento County has a separate category for home-based family contractor businesses. It also has a special category of businesses subject to special restrictions.

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Current Issues with City Regulations: Over time, City staff have come across a variety of issues associated with the home occupation regulations and the realities of actual home-based business operations. Several examples are listed along with questions to consider.

- *Retail Storefronts and Compatibility with Residential Neighborhoods:* Under current regulations as well as General Plan policy (as described in the Policy section later in this report), home-based businesses cannot have the appearance of a commercial business. Signage is limited to one non-illuminated one-square foot sign and the home-based business must maintain the residential character of the dwelling. Recently, some businesses have already built, or requested to build, a retail storefront for their home-based business to attract more customers in the neighborhood.
  - Should the City allow small retail storefronts facing the right-of-way for home-based businesses?
    - If yes, should those storefronts be required to be covered by a garage door or other enclosure that preserves the residential character of the home when the business is not operating?
  - Should retail storefronts only be allowed in certain areas or locations in the neighborhood such as on corner lots?
  - By allowing retail storefronts, is there a concern that this might hurt existing small retail that has recently re-opened in the City?
  - By allowing storefronts, will this maintain or significantly alter the residential character of that neighborhood?
- *Limitation on Clients:* Current City rules limit clients to no more than two (2) persons at a time and no more than a total of eight (8) clients per day. This affects many types of home-based business activities including swimming lessons, yoga sessions, personal trainers, music lessons, etc. In other situations, such as home-based realtors, property management companies, or massage therapists, they may want or need to have more than 8 clients per day.
  - Should the rules be changed to allow for no more than eight (8) clients per day but not limit the number of clients at one time?
  - Should the rules be changed to allow more than eight (8) clients per day?
- *Home-Based Businesses Activity Onsite versus Offsite:* Home-based businesses such as dog walking and dog sitting typically involve activities offsite where dog walkers take dogs to the park or to walk on city sidewalks while dog sitters take care of dogs at others' homes. Yet, these home-based businesses may have multiple visitors onsite during the day as people drop off and pick up dogs, keys or food. In addition, for mobile businesses such as mobile auto or

bike repair or mobile animal grooming services, most of the work is done off-site but they may have employees that arrive at the home and may have a larger commercial vehicle parked at the home. This is also the case for home-based contractor and construction businesses.

- Should there be different rules for businesses such as mobile or construction businesses that conduct most of their work away from the home?
  - For example, should the off-street parking requirement be eliminated for mobile businesses if their commercial vehicle is usually not parked in the neighborhood?
- Should the limitation on the number of employees be eliminated if most are working off-site?
- *Home Offices and Storage:* The City has received home occupation permit applications for home-based businesses that involve storage of goods at the home. So long as the home-based business meets the current City home occupation requirements (i.e., not more than 25% of dwelling space used for business activities and storage) then home-based businesses can store materials in the home.
  - Should the City further limit the storage of goods at the home such as expressly prohibiting certain types of storage (e.g., alcohol, ammunition, pool chemicals, cigarettes, paint, etc.)?
- *Deliveries for Home-Based Businesses:* Current regulations limit home deliveries to one per day, which was seen as typical for most homes. Yet, in recent years (especially during the pandemic given the temporary and permanent closures of many physical stores), some homes receive multiple deliveries per day as more residents shop online.
  - Should the City increase the number of allowed deliveries per day for home-based businesses?
- *On-Site Sales and Services:* The City's current rules are silent on whether home-based businesses can sell products or services in their home. The only requirement is the limitation on the number of clients. Many home-based businesses sell products or services from the home either in-person or online.
  - Should the City limit on-site sales activity for home-based businesses?
  - Should the City encourage sales activity by specifically allowing on-site sales in the ordinance and increasing the number of clients allowed per day?
  - As discussed earlier, should the City allow retail storefronts for those businesses that sell goods or services from their home?

- *Manufacturing and Technology Businesses:* As mentioned earlier in this report, most people are familiar with the stories of technology companies starting in a home garage. In the past, the City has received applications for businesses that do small-scale manufacturing. Those have been allowed so long as the home-based business meets the home occupation requirements.
  - If there are no issues associated with noise, odors, vibration, pollution, etc., should the City continue to allow home-based technology or small-scale manufacturing businesses at home?
- *Prohibited and Conditionally Permitted Commercial Uses Allowed as Home Occupations:* Because the City does not have clear prohibitions on certain uses for home occupations, there have been applications for uses that would either be subject to a conditional use permit or would not be allowed at all in one of the City's low-intensity commercial zones (i.e., C-1-Neighborhood Business Zone or BP-Business and Professional Zone). These uses do not generate noise, odors, vibration, or pollution and comply with all the other requirements of Chapter 17.61. However, if they were located in a C-1 or BP zone, they would be subject to much stricter regulation or not allowed at all. Examples include online gun sales and storage, online alcohol sales and storage, and online auto sales. In these situations, the home-based business owner is often a broker who makes sales to individuals typically online or over the phone and the materials are stored out of sight. While these uses are regulated by outside agencies (i.e., ATF, DMV, etc.), they do meet the City's HOP requirements.
  - Should any use that is conditionally permitted or prohibited in C-1 and BP zones be prohibited as a home occupation?
  - Should any use that is conditionally permitted or prohibited in C-1 and BP zones be required to obtain a conditional use permit as well?
- *Home-Based Businesses and Signage:* Currently, the City allows one (1) one square foot non-illuminated sign. The sign can be a wall mounted sign, a suspended sign, or a projecting sign. Folsom's home occupation sign requirements are rather generous compared to many jurisdictions in our region. For example, jurisdictions like Roseville, Auburn, West Sacramento, and Sacramento do not allow any signage for the home-based business. Others do allow signage. Rocklin allows for small signs (2" x 10") and Sacramento County allows for larger signs (up to 4 square feet).
  - Should the size of the signage be increased?
  - Since City regulations allow home occupations to operate until 10 pm on weekdays, should lighting be allowed for these signs?



Community Outreach: Approximately one week prior to this workshop, staff sent an email with information about the workshop to over 500 persons consisting of residents, businesses, homeowners' associations, community and religious groups, developers, preservationists, etc. In addition to email, staff also put out information about the workshop in the City's weekly electronic newsletter and used social media to alert the public about this workshop.

Next Steps and Schedule: Based on input from the Commission, staff will return to the Commission within the next six months with proposed changes to the ordinance for review and recommendation to the City Council for adoption. However, if the Commission is satisfied with the City's current regulations or would prefer to have staff address this later as part of the Zoning Code update effort, staff will provide those recommendations to the City Council and will await direction from the Council.

## **POLICY/RULE**

The vision statement from the City's 2035 General Plan includes several guiding principles. The one most related the discussion of home-based businesses is Guiding Principle #12, which is entitled "Preserve the high quality of Folsom's neighborhoods" and is listed below.

- General Plan Guiding Principle #12: Preserve the high quality of Folsom's neighborhoods by maintaining quality housing stock, walkability, convenient access to parks and trails, attractive landscaping, and functional and efficient infrastructure.

In addition, there are several policies from the City's 2035 General Plan that relate either directly or indirectly to the issue of home-based business and home occupations. These policies include:

- LU 1.1.1 Zoning Ordinance: Ensure that the Folsom Zoning Ordinance is consistent with the 2035 General Plan.
- LU 6.1.8 Home-Based Businesses: With issuance of a home occupation permit, allow home offices and home-based businesses that are compatible with the character of the residential unit and do not significantly impact the neighborhood.

In addition, the current Zoning Code in Sections 17.61.010 and 17.61.020, as amended by City Ordinances 804 (1994) and 858 (1997), provide the intent behind the regulation of home-based businesses through the home occupation permit process and define a home occupation.

- 17.61.010 Statement of purpose. It is the purpose of this chapter to recognize the residence as a viable location for certain types of occupations and to ensure the compatibility of home occupations with principal residential uses, protecting the integrity and character of the neighborhood by minimizing negative impacts of commercial uses being conducted in residential areas. (Ord. 804 § 1 (part), 1994)
- 17.61.020 Home occupation defined. “Home occupation” means any business-related use carried on within a residential structure or accessory structure thereto, primarily by the residents thereof, which use is secondary to the residential use of the structure. The home occupation must not substantially or materially change the residential character of the surrounding neighborhood. (Ord. 858 § 14(1) (part), 1997)

### **ENVIRONMENTAL REVIEW**

This is a special presentation and is not a project as defined by California Environmental Quality Act (CEQA). It is therefore not subject to environmental review.

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

Review and comment. Staffing is seeking Commission input on potential next steps and issues to address as it relates to home-based businesses and the home occupation permit process.