PLANNING COMMISSION AGENDA
June 16, 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. 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 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: Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Bill Miklos, Ralph Peña, Barbara Leary, Chair Justin Raithel

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

PLEDGE OF ALLEGIANCE

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

MINUTES

The minutes of May 19, 2021 and June 2, 2021 will be presented for approval.

PUBLIC HEARING

1. PN 21-004 City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions (Recommending Continuation to the July 21, 2021 PC Meeting)

A Public Hearing will be held by the Planning Commission to consider and make recommendations to the City Council to amend the City of Folsom General Plan to update the Housing Element, as well as related updates to the Noise and Safety Element, Land Use Element and Implementation section. In addition, the PC will consider an amendment to the Empire Ranch Specific Plan (SP) and make recommendations to the City Council to adopt an amendment to the Empire Ranch SP. An Environmental Checklist and Addendum to the Folsom 2035 General Plan EIR has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Senior Planner, Stephanie Henry)**

2. PN 21-043, Folsom Plan Area Parcel 61 & 77; Addendum to the Folsom Plan Area Specific Plan EIR/EIS, Vesting Tentative Parcel Map, Planned Development Permit-Development Standard Deviation-Commercial Parcel Size and Design Guidelines

A Public Hearing to consider approval of an Addendum to the existing Folsom Area Specific Plan EIR/EIS, a Vesting Tentative Parcel Map (VTPM) to subdivide 123.63-acres into four parcels and a remainder lot, a Planned Development Permit to reduce the minimum commercial parcel size to 0.25 acres to approve the Parcel 61 & 77 Commercial Design Guidelines. As part of the entitlements the Applicant proposes to mass grade the site and install backbone roadways and install utilities to prepare the parcels for individual site-specific development applications. The Project site (APN: 072-3190-030) is west of East Bidwell Street, south of Highway 50, with access via Alder Creek Parkway in the Folsom Plan Area Specific Plan. **(Project Planner: Kathy Pease, Contract Planner/Applicant: TK Consulting)**

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **July 7, 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, 2nd 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. 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
AMENDED
May 19, 2021
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

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

ABSENT: None

CITIZEN COMMUNICATION: None

MINUTES: The minutes of May 5, 2021 were approved as submitted.

PUBLIC HEARING

2. PN 20-254, Mangini Ranch Phase 3 Large Lot Vesting Tentative Subdivision Map, Small Lot Vesting Tentative Subdivision Map, and Minor Administrative Modifications

A Public Hearing to consider a request from TCS Improvement Company, LLC for approval of a Large Lot Vesting Tentative Subdivision Map and a Small Lot Vesting Tentative Subdivision Map to allow the development of 260-single family homes on a 52-acre portion of a 173-acre project site. The Project also includes Minor Administrative Modifications (MAMs) to transfer of development rights (25-unit transfer) and minor land use boundary refinements. The site is located west of the future Savannah Parkway and north and south of Mangini Parkway in the Folsom Plan Area Specific Plan (APNS 072-0060-077 & 100). An Environmental Checklist prepared determined that the Project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan. **(Project Planner: Kathy Pease, Contract Planner/Applicant: TCS Improvement Company LLC)**

COMMISSIONER DUEWEL MOVED TO RECOMMEND THE CITY COUNCIL:

- APPROVE THE CEQA EXEMPTION FOR THE PROPOSED PROJECT PURSUANT TO CEQA GUIDELINES SECTION 15182(C).
- APPROVE THE MANGINI RANCH PHASE 3 LARGE LOT VESTING TENTATIVE SUBDIVISION MAP CREATING FOURTEEN LARGE LOT PARCELS.
- APPROVE THE MANGINI RANCH PHASE 3 SMALL LOT VESTING TENTATIVE SUBDIVISION MAP CREATING 260 SINGLE-FAMILY RESIDENTIAL LOTS, THREE OPEN SPACE PARCELS, EIGHT LETTERED LANDSCAPE LOTS, AND ONE PASEO LOT.
- APPROVE A MINOR ADMINISTRATIVE MODIFICATION TO TRANSFER 25 ALLOCATED DWELLING UNITS AMONG PARCELS WITHIN THE PROJECT.
- APPROVE A MINOR ADMINISTRATIVE MODIFICATION TO REFINE LAND USE BOUNDARIES FOR THE PURPOSE OF MAXIMIZING DEVELOPMENT EFFICIENCIES, AVOIDING NATURAL RESOURCES, AND ACCOMODATING A CLASS I TRAIL.

THESE APPROVALS ARE SUBJECT TO THE PROPOSED FINDINGS (FINDINGS A-W) AND THE RECOMMENDED CONDITIONS OF APPROVAL FOR THE LARGE LOT VESTING TENTATIVE SUBDIVISION (CONDITIONS 1-11) WITH MODIFICATIONS TO CONDITION NO. 8:

"8. ~~The following measure shall be implemented to the satisfaction of the Parks and Recreation Department: I P&R 295Planning Commission Mangini Ranch Phase 3 Subdivision (PN 20-254) May 19, 2021 1. The Owner/Applicant will dedicate the proposed neighborhood park site NP-4 (Lot 10) consistent with the provisions of the Amended Restated Development Agreement for the Folsom Plan Area; however, the Owner/Applicant will receive no parkland dedication credit for land with development constraints (per FMC Chapter 16.32.040 Paragraph G). Any deficiency in the proposed parkland dedication per the FMC shall require modification to Tentative and Final Subdivision Maps to provide an 11.4- acre (net) park site to the satisfaction of the Parks and Recreation Director. 2. Preparation of an NP-4 conceptual site diagram utilizing programmed elements from the Parks and Rec Master Plan to the satisfaction of the Parks and Recreation Director. 3. Rough grading of the NP-4 Park parcel consistent with the conceptual site diagram. 4. Applicant shall provide to the City an "As Built" topographic survey in an electronic file compatible with AutoCAD upon completion of the rough grading. 5. All subdivision utilities shall be brought into the park site by the Applicant at a location coordinated with Parks and Recreation staff and approved by the Parks and Recreation Director. 1. 9. Schools.~~ **The Owner/Applicant shall ensure the proposed neighborhood park site NP-4 (Lot 10) is dedicated to the City to the satisfaction of the Community Development Department and the Parks & Recreation Department."**

AND THE CONDITIONS FOR THE SMALL LOT VESTING TENTATIVE SUBDIVISION MAP (CONDITIONS 1-55) WITH THE FOLLOWING MODIFICATIONS:

"~~28. Smud Requirements~~

~~1. Structural setbacks less than 14-feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.~~

~~2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.~~

~~3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.~~

~~4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.~~

~~5. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).~~

~~6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.~~

~~7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).~~

41. 1. At the time specific development is proposed, ~~detailed landscape improvements along~~ the Class 1 Trail (Lot A) shall be provided **and rough graded** subject to the satisfaction of the City ~~including the placement of the trail, fencing, benches or other amenities~~.

2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed.

3. Open view fencing shall be provided in Villages 3 and 4 for any homes that back up to Lot A (Open Space).

4. Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.

~~44(2). Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.~~

52. The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:
    - The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated May 4, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.
    - The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA).
    - A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.
    - The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-feet (255-foot deceleration plus 60-foot bay taper).
    - A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.
    - The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.
    - **The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.**"

COMMISSIONER MIKLOS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS, WEST, RAITHEL
NOES: NONE
ABSTAINED: NONE
ABSENT: NONE

PUBLIC MEETING

3. PN 21-066, 4803 White Pine Court Detached Garage Design Review and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from JMC Homes for approval of a Design Review application for a 924-square-foot detached garage located at 4803 White Pine Court. The zoning classification for the site is SP-SF, while the General Plan land-use designation is SF. The project is exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and sections 15303 and 15182 of the CEQA Guidelines and CEQA Guidelines section 15303 (construction of small structures). **(Project Planner: Josh Kinkade/Applicant: JMC Homes)**

COMMISSIONER REYNOLDS MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 924-SQUARE-FOOT DETACHED GARAGE LOCATED AT 4803 WHITE PINE COURT AS ILLUSTRATED ON ATTACHMENTS 5 AND 6 FOR THE 4803 WHITE PINE DETACHED GARAGE DESIGN REVIEW PROJECT (PN 21-066) SUBJECT TO THE FINDINGS (A-M) AND CONDITIONS OF APPROVAL (1-11) ATTACHED TO THE REPORT.

COMMISSIONER DUEWEL SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS, WEST, RAITHEL
NOES: NONE
ABSTAINED: NONE
ABSENT: NONE

PUBLIC HEARING

1. PN 20-193, Folsom Ranch Medical Center Addendum to Final EIR for the FPASP, Planned Development Permit, Conditional Use Permit, and Development Agreement Amendment

A Public Hearing to consider a request from Dignity Health for approval of a Planned Development Permit, Conditional Use Permit, and Development Agreement Amendment for development of a 530,000-square-foot medical center (Folsom Ranch Medical Center) on a 27.44-acre site located at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area (APN 072-3190-047). The zoning classification for the site is SP-GC-PD, while the General Plan land-use designation is GC. An Environmental Checklist and Addendum to the Final Environmental Impact Report for the Folsom Plan Area Specific Plan has been prepared for the project in accordance with the requirements of the California Environmental Quality Act (CEQA Guidelines Section 15164). **(Project Planner: Steve Banks/Applicant: Dignity Health)**

1. Lynn LePage addressed the Planning Commission in support of the changes made to condition no. 38 regarding the trail system.
2. Mary and Eric James submitted a Public Comment letter to be read into the record for the Planning Commission requesting the Class 1 Bicycle Path not be delayed to 2034.
3. Robert Goss submitted a Public Comment letter to be read into the record for the Planning Commission requesting the Class 1 Bicycle Path not be delayed to 2034.
4. Maynard Johnson submitted a Public Comment letter to be read into the record for the Planning Commission requesting the Class 1 Bicycle Path not be delayed to 2034.

COMMISSIONER DUEWEL MOVED TO:

- ADOPT AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN PREPARED FOR THE FOLSOM RANCH MEDICAL CENTER PROJECT (PN 20-193) PER ATTACHMENT 22; AND
- APPROVE A PLANNED DEVELOPMENT PERMIT WHICH CONTAINS DETAILED DEVELOPMENT AND ARCHITECTURAL STANDARDS FOR THE PROPOSED 530,000-SQUARE-FOOT MEDICAL CENTER; AND
- APPROVE A CONDITIONAL USE PERMIT FOR THE DEVELOPMENT AND OPERATION OF A PRIVATE-USE HOSPITAL HELIPORT FACILITY AT THE MEDICAL CENTER; AND
- RECOMMEND THAT THE CITY COUNCIL APPROVE AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN FOR THE FOLSOM RANCH MEDICAL CENTER PROJECT

THESE APPROVALS ARE SUBJECT TO THE PROPOSED FINDINGS (A-W) AND THE RECOMMENDED CONDITIONS OF APPROVAL (CONDITIONS 1-51) WITH MODIFICATIONS:

"38. The owner/applicant shall be responsible for rough grading and installation of the necessary retaining wall to accommodate the Class I Bicycle Path on the northern portion of the subject property as shown in Figure 7.32 of the Specific Plan ~~prior to~~ **no later than** the issuance of a building permit on the second expansion of the hospital (Phase 4/2034). **The owner/applicant and City will cooperate on timing of the grading for the proposed Class I Bicycle Path and construction of the retaining wall to coincide with phased construction of the project, which may occur earlier than Phase 4 if the City has identified funding (as defined below) for the Class I Bicycle Path prior to Phase 4.** However, the City agrees that the owner/applicant shall be relieved of the aforementioned obligation should the City amend the Specific Plan to re-locate the Class 1 Bicycle Path, or if the City has not identified funding for construction of the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street at the time of issuance of a building permit on the second expansion of the hospital for Phase 4. "Identified funding" shall mean either: (1) the Class 1 Bicycle Path is incorporated into a subsequent project to widen the East Bidwell Overcrossing structure of US Highway 50 or (2) the submission or application for federal, state or other grants which, together with the City's available matching funds, would be sufficient to construct the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street.

41.

- Phase 4 Roadway Improvements (Anticipated 2034 **or sooner**)
    - Should the owner/applicant desire to construct a traffic signal at the Alder Creek Parkway/McCarthy Way intersection as an element of Phase 4 development, the owner/applicant shall first be required to perform a supplemental traffic analysis to assess the operational impacts associated with signalization of the intersection.

46. A minimum of ~~56~~ **99** on-site bicycle parking spaces shall be provided for the project **to the satisfaction of the Community Development Department inclusive of the individual secured** locations as identified on the preliminary site plan (attachment 6) In addition, the owner/applicant shall provide additional secured locations (bicycle storage room, bicycle storage locker, etc.) within or adjacent to the medical office and hospital buildings to provide for long-term bicycle storage for employees to the satisfaction of the Community Development Department.

- Attachment 14. Planned Development Guidelines
    - Remove references to the 'Pylon Sign' in all text and graphic images, including but not limited on pages 157-162 of the Packet (Pages 41-46 of the Planned Development Guidelines)

- Attachment 16. Amendment No. 2 to First Amended and Restated Development Agreement Relative to Folsom South Specific Plan (Dignity Health)
    - **Section 2.2.10 – Class 1 Bicycle Path.** Landowner acknowledges that it is responsible for rough grading and installation of the necessary retaining wall at its sole cost and expense to accommodate the Class 1 Bicycle Path on the northern portion of the Property as shown in Figure 7.32 of the Specific Plan, and that said work shall be completed ~~prior to~~ **no later than** the issuance of a building permit on the second expansion of the hospital, identified as Phase 4 and is anticipated to occur in approximately 2034. **The owner/applicant and City will cooperate on timing of the grading for the proposed Class I Bicycle Path and construction of the retaining wall to coincide with phased construction of the project, which may occur earlier than Phase 4 if the City has identified funding (as defined below) for the Class I Bicycle Path prior to Phase 4.** The City agrees that the design of the Class 1 Bicycle Path shall impact no more than five (5) parking spaces, and further that Landowner shall be relieved of the aforementioned obligation should the City amend the Specific Plan to relocate the Class 1 Bicycle Path, or if the City shall not have identified funding for construction of said the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street at the time of issuance of a building permit on the second expansion of the hospital for Phase 4. For purpose of this section, "identified funding" shall mean either: (1) the Class 1 Bicycle Path is incorporated into a subsequent project to widen the East Bidwell Overcrossing structure of US Highway 50 or (2) the submission or application for federal, state or other grants which, together with the City's available matching funds, would be sufficient to construct the Class 1 Bicycle Path across the Property and the connection to East Bidwell Street.

COMMISSIONER MIKLOS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS, WEST, RAITHEL
NOES: NONE
ABSTAINED: NONE
ABSENT: NONE

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next regularly scheduled Planning Commission meeting will be held June 2, 2021.

RESPECTFULLY SUBMITTED,

_____
Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

_____
Justin Raithel, CHAIR

PLANNING COMMISSION MINUTES
June 2, 2021
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

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

ABSENT: None

CITIZEN COMMUNICATION: None

MINUTES: The minutes of May 19, 2021 will be amended per Commissioner comments and presented for approval at the next regularly scheduled meeting.

PUBLIC HEARING

1. PN 20-264, Mangini Ranch Lot 14 Bungalows Tentative Parcel Map, Design Review, Minor Administrative Modification, and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Van Daele Homes for approval of a Tentative Parcel Map, Design Review, and Minor Administrative Modification for development of a 160-unit apartment community (Mangini Ranch Bungalows) on a 9.5-acre site located adjacent to White Rock Road near the northeast corner of the intersection of East Bidwell Street and White Rock Road within the Folsom Plan Area (APN 072-3380-027).The zoning classification for the site is SP-MMD-PD, while the General Plan land-use designation is MMD. 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**)

1. Steve Madler addressed the Planning Commission citing concerns about E. Bidwell Street to Street A, the density changes on the map, and with the three-story buildings in the area that he will be looking at a lot of blank walls.

COMMISSIONER REYNOLDS MOVED TO:

- APPROVE THE CEQA EXEMPTION FOR THE PROPOSED PROJECT PURSUANT TO CEQA GUIDEINES SECTION 15182(C);
- APPROVE THE TENTATIVE PARCEL MAP SUBDIVIDING 9.5-ACRE PARCEL INTO FOUR PARCELS RANGING IN SIZE FROM 2.0 TO 2.8 ACRES;
- APPROVE DESIGN REVIEW OF THE APPLICANT'S SITE DEVELOPMENT AND ARCHITECTURAL DESIGN DETAILS FOR THE PROPOSED 160-UNIT RESIDENTIAL UNIT COMMUNITY; AND

- APPROVE A MINOR ADMINISTRATIVE MODIFICATION TO TRANSFER 17 ALLOCATED DWELLING UNITS WITHIN THE FOLSOM PLAN AREA SPECIFIC PLAN FROM PARCEL 132 TO THE MANGINI RANCH LOT 14 BUNGALOWS PROJECT SITE (PARCEL 137) PER ATTACHMENT 15.

THESE APPROVALS ARE SUBJECT TO THE PROPOSED FINDINGS (FINDINGS A-P) AND THE RECOMMENDED CONDITIONS OF APPROVAL (CONDITIONS 1-56) WITH MODIFICATION TO CONDITION NO. 51 TO STATE:

> 51. The owner/applicant shall complete and record a Lot Merger that combines the four parcels created by the Tentative Parcel Map (Attachment 6) into one parcel prior to ~~issuance of the first building permit~~ **occupancy** for the project. When Required: ~~B~~ **O**

COMMISSIONER MIKLOS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: WEST, DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS, RAITHEL
NOES: NONE
ABSTAINED: NONE
ABSENT: NONE

2. PN 21-001, Mangini Ranch Phase 1C North Small Lot Vesting Tentative Subdivision Map, Design Review, Minor Administrative Modifications, and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Tri Pointe Homes, LLC for approval of a Small Lot Vesting Tentative Subdivision Map, Design Review, and two Minor Administrative Modifications to refine the boundary and transfer 20 residential units within the Plan Area, to develop 76-single-family homes on a 32.6-acre site located west of the future Savannah Parkway and north and south of Mangini Parkway in the Folsom Plan Area Specific Plan area (APNS 072-3370-007, 072-3370-036, and 072-3390-014). 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: Kathy Pease, Contract Planner/Applicant: Tri Pointe Homes)**

COMMISSIONER LEARY MOVED TO RECOMMEND THE CITY COUCIL:

- APPROVE THE CEQA EXEMPTION FOR THE PROPOSED PROJET PURSUANT TO CEQA GUIDELINES SECTION 15182(C).
- APPROVE A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING 76 SINGLE-FAMILY RESIDENTIAL LOTS AND TEN LETTERED LANDSCAPE LOTS.
- APPROVE A MINOR ADMINISTRATIVE MODIFICATION TO REALLOCATE 20 SINGLE FAMILY UNITS (THREE PARCELS IN THE PROJECT SITE AND ONE IMMEDIATELY ADJACENT) WITHIN THE FPASP AREA.
- APPROVE A MINOR ADMINISTRATIVE MODIFICATION TO REFINE THE PARCEL BOUNDARY BETWEEN LOT A AND LOT B.
- APPROVE DESIGN REVIEW OF THE APPLICANTS MASTER PLAN RESIDENTIAL DESIGNS.

THESE APPROVALS ARE SUBJECT TO THE PROPOSED FINDINGS (FINDINGS A-R) AND THE RECOMMENDED CONDITIONS OF APPROVAL (CONDITIONS 1-55).

COMMISSIONER MIKLOS SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: WEST, DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS, RAITHEL
NOES: NONE
ABSTAINED: NONE
ABSENT: NONE

3. PN 21-002, Mangini Ranch Phase 1C North 4-Pack Small Lot Vesting Tentative Subdivision Map, Planned Development Permit for Development Standards Deviation and Design Review, and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Tri Pointe Homes, LLC for approval of a Small Lot Vesting Tentative Subdivision Map, and a Planned Development Permit to allow deviations from the MLD Development Standards and Design Review. The Project would develop 100-single-family homes, many of which would be in a 4-Pack configuration accessed off alleys and allow deviation from development standards, on an 11.05-acre site located west of the future Savannah Parkway in the Folsom Plan Area Specific Plan area (APN 072-3370-036). 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: Kathy Pease, Contract Planner/Applicant: Tri Pointe Homes)**

COMMISSIONER REYNOLDS MOVED TO RECOMMEND THE CITY COUCIL:

- APPROVE THE CEQA EXEMPTION FOR THE PROPOSED PROJECT PURSUANT TO CEQA GUIDELINES SECTION 15182(C), AND
- APPROVE A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING 100 SINGLE-FAMILY RESIDENTIAL LOTS AND THREE LETTERED LANDSCAPE LOTS AS SHOWN ON ATTACHMENT 6, AND
- APPROVE THE PLANNED DEVELOPMENT PERMIT FOR DEVIATION FROM DEVELOPMENT STANDARDS AND DESIGN REVIEW OF THE APPLICANT'S MASTER PLAN RESIDENTIAL DESIGNS AS SHOWN ON ATTACHMENTS 8. 9. 15,17, 18, AND 19.

THESE APPROVALS ARE SUBJECT TO THE PROPOSED FINDINGS (FINDINGS A-Z) AND THE RECOMMENDED CONDITIONS OF APPROVAL (CONDITIONS 1-54) WITH MODIFICATION TO CONDITION NO. 50B TO STATE:

50 B. Lots ~~15, 17~~, 18, 19, **26**, 27, 46, 47, **54**, 55, 62, and 67 are allowed building coverage up to 60%. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated March 19, 2021.

COMMISSIONER LEARY SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: WEST, DUEWEL, MIKLOS, PEÑA, LEARY, REYNOLDS, RAITHEL
NOES: NONE
ABSTAINED: NONE
ABSENT: NONE

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next regularly scheduled Planning Commission meeting will be held June 16, 2021.

RESPECTFULLY SUBMITTED,

Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

Justin Raithel, CHAIR

AGENDA ITEM NO. 1
Type: Public Hearing
Date: June 16, 2021

COMMUNITY DEVELOPMENT

DATE: 6/16/21 Planning Commission Meeting

TO: Chairman and Planning Commissioners

FROM: Community Development Director, Pam Johns

SUBJECT: Continuation of Item No. 1 for PN 21-004 City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions

---

Item #1

Staff would like to continue the following item to the July 21, 2021 Planning Commission Meeting

1. PN 21-004 City of Folsom 2021 Housing Element Update, Empire Ranch Specific Plan Amendment and Related Actions

A Public Hearing will be held by the Planning Commission to consider and make recommendations to the City Council to amend the City of Folsom General Plan to update the Housing Element, as well as related updates to the Noise and Safety Element, Land Use Element and Implementation section. In addition, the PC will consider an amendment to the Empire Ranch Specific Plan (SP) and make recommendations to the City Council to adopt an amendment to the Empire Ranch SP. An Environmental Checklist and Addendum to the Folsom 2035 General Plan EIR has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Senior Planner, Stephanie Henry)**

AGENDA ITEM NO. 2
Type: Public Hearing
Date: June 16, 2021

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	Parcels 61 and 77
File #:	PN-21-043
Requests:	Addendum to the Final EIR/EIS for the Folsom Plan Area Specific Plan Vesting Tentative Parcel Map Planned Development Permit Design Guidelines
Location:	The proposed Parcel 61 & 77 Project is in the Folsom Plan Area Specific Plan, west of East Bidwell Street, south of Highway 50. Access would also be provided via Alder Creek Parkway. APN: 072-3190-030
Staff Contact:	Kathy Pease, AICP, Contract Planner, 916-812-0749 kpease@masfirm.com

Property Owner
Eagle Commercial Partners, LLC
100 Pine Street, 29th Floor
San Francisco, CA 94111

Applicant
TK Consulting
2082 Michelson Drive, 4rth Floor
Irvine, CA 92612

Recommendation: Conduct a public hearing and upon conclusion approve an Addendum to the Final Environmental Impact Report/Environmental Impact Statement for the Folsom Plan Area Specific Plan and approve the following entitlements, subject to the findings (Findings A-X) and conditions of approval (Conditions 1-42) attached to this report:

- Vesting Tentative Parcel Map
- Planned Development Permit- Development Standard Deviation
- Design Guidelines

Project Summary: The proposed Project includes the following entitlements:

- **Addendum to the Final EIR/EIS** for the Folsom Plan Area Specific Plan
- A **Vesting Tentative Parcel Map** to subdivide the 123.63-acre Project site into four parcels and one remainder lot.
- A **Planned Development Permit** to deviate from the existing Development Standards to reduce minimum lot sizes for commercial properties.
- **Design Guidelines** to provide general guidance for future commercial development.

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

Table of Contents:

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
Date: June 16, 2021

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1

BACKGROUND AND SETTING

A. Background: Folsom Plan Area Specific Plan

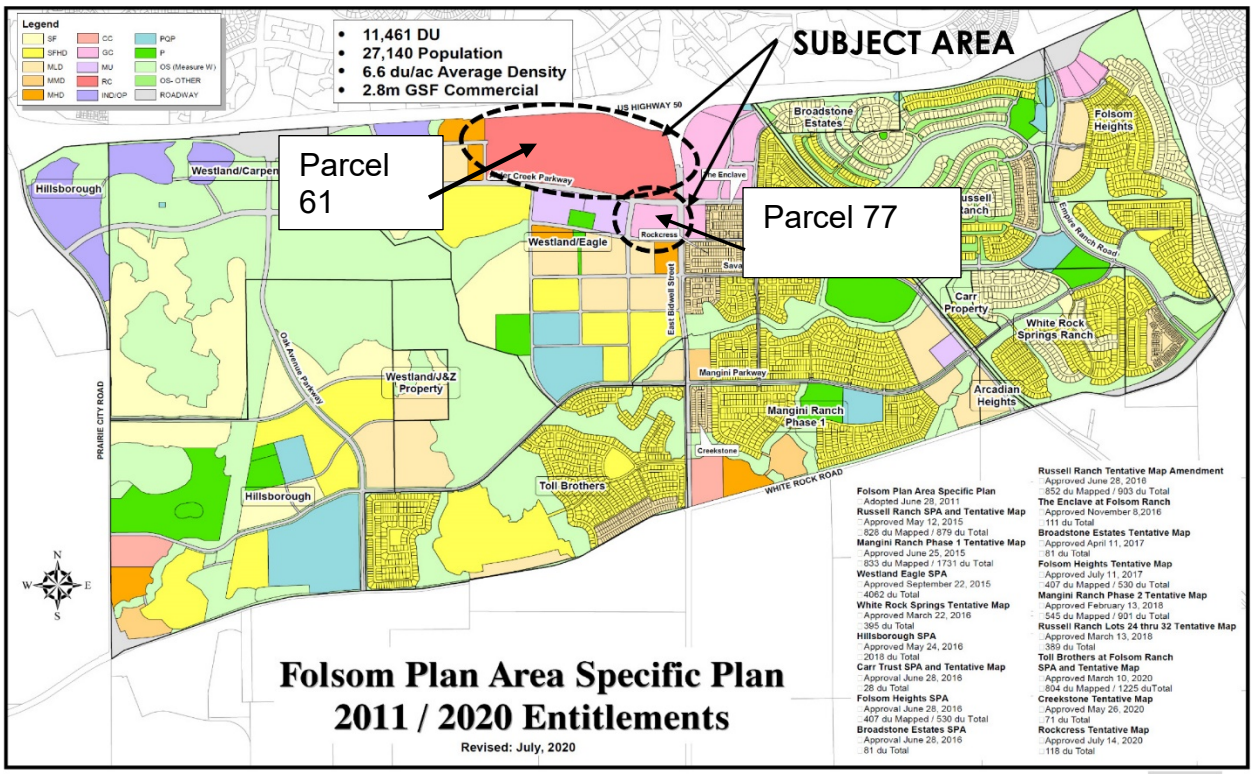
The Folsom Plan Area Specific Plan (FPASP), approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion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

On September 22, 2015, the City Council approved an Addendum to the Folsom Plan Area Specific Plan EIR/EIS, a General Plan Amendment, a Specific Plan Amendment, and Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement for the Westland-Eagle project. The Westland-Eagle project included a significant reduction in the amount of retail commercial land area and an increase in the number of allowed residential dwelling units within the Folsom Plan Area. The net result of these land use modifications was a decrease of 1,445,710 square feet of commercial building area and an increase of 922 residential units within the Plan Area. In addition, the Westland-Eagle project contained modifications to the FPASP including elimination of the Entertainment Overlay Zone, relocation of more intense land uses toward Alder Creek Parkway, strengthening focus of the town center, relocation of Alder Creek Parkway, and realignment of Old Placerville Road. The proposed project is located within the previously approved Westland-Eagle project area.

The Parcel 61 & 77 Project site is in the northwest portion of the FPASP and is west of East Bidwell Street, south of Highway 50, and has access to Alder Creek Parkway which traverses the Project Site between Parcel 61 and Parcel 77. The Project site is designated in the FPASP with two commercial land use categories (FPASP Land Use Plan, Figure 1), including SP-RC-PD (Regional Commercial-Planned Development) and SP-GC-PD (General Commercial-Planned Development). A Class 1 bike trail is proposed on the north side of the site adjacent to Highway 50.

FIGURE 1: FPASP LAND USE PLAN

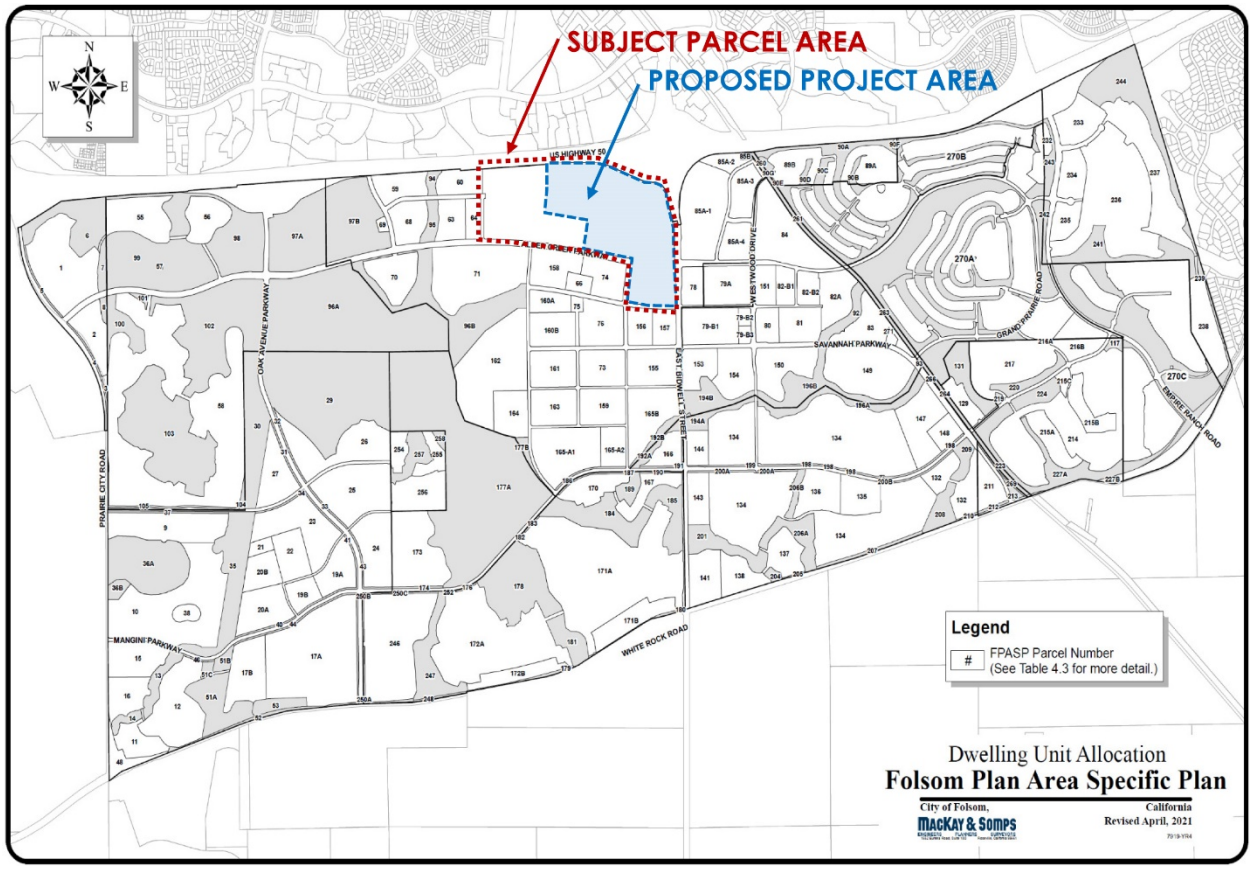


B. Physical Setting

The 123.63-acre Project site is located west of East Bidwell Street, south of Highway 50 and would be accessed by Alder Creek Parkway in the FPASP. The site features gently rolling terrain with native grasses (Figure 2, Aerial Photo). Existing topography of the site ranges from 340-feet to 430-feet in elevation.

FIGURE 2: AERIAL PHOTO (2021)

FIGURE 3: VESTING TENTATIVE PARCEL MAP AREA



The Project covers only a portion of Parcel 61 as shown in Figure 3. The western side of Parcel 61 will be a remainder parcel as part of the parcel map and would require future entitlements to develop.

ATTACHMENT 2

PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The Applicant requests approval of related actions for the following entitlements:

A. Vesting Tentative Parcel Map (Creation of 4 Parcels)
B. Planned Development Permit- Development Standard Deviation
C. Parcel 61 & 77 Commercial Design Guidelines at Folsom Ranch

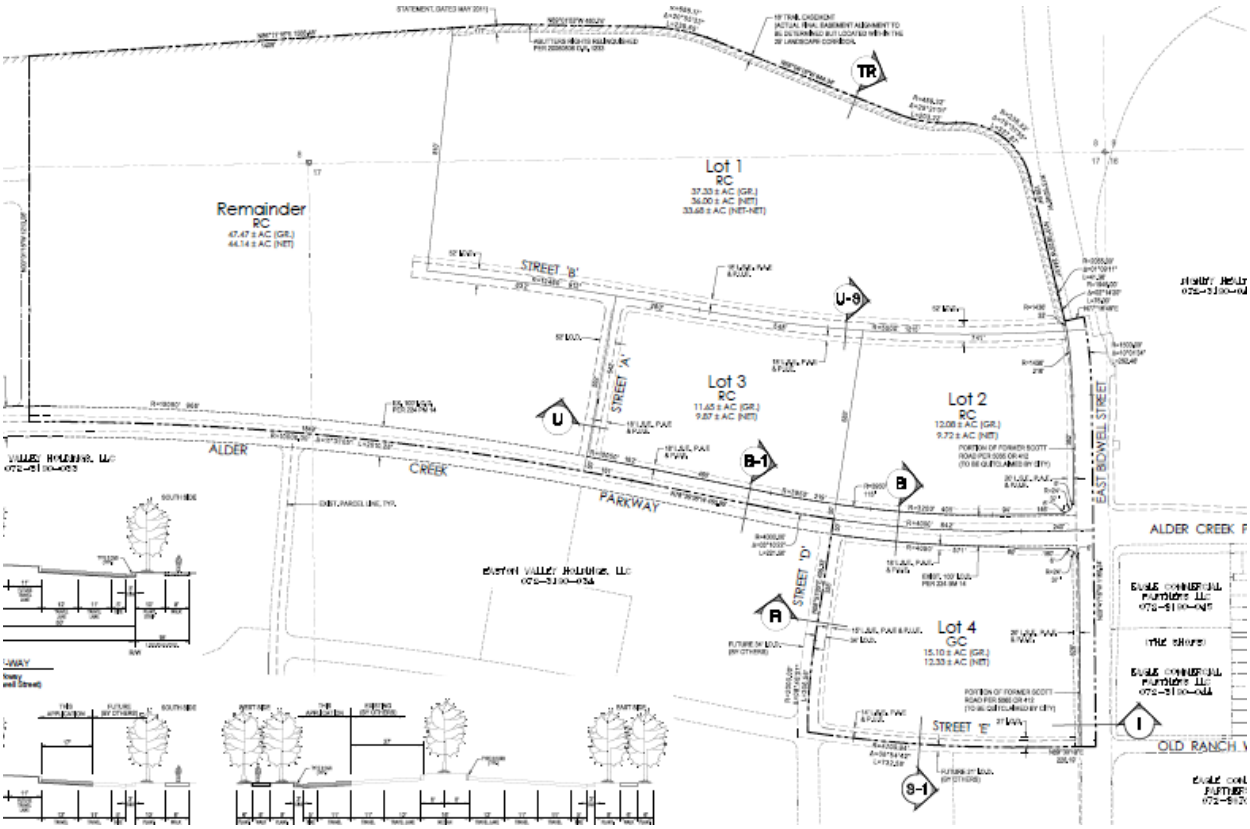
A. Vesting Tentative Parcel Map

The first component of the Applicant's proposal is a Vesting Tentative Parcel Map (VTPM) to subdivide 123.63-acres west of East Bidwell Street, south of Highway 50, with additional access via Alder Creek. The VTPM will subdivide two parcels into four (4) parcels and a remainder lot, for future sale, lease, and financing. No specific development is proposed at this time. The proposed VTPM is shown in Figure 3 and in Attachment 7. The proposed parcels correspond to land uses and parcels on the FPASP Land Use Plan (Figure 1) designated SP-RC-PD (Regional Commercia-Planned Development District) and SP-GC-PD, (General Commercial-Planned Development District), summarized in Table 1.

Table 1: Vesting Tentative Parcel Map Land Use Summary

Parcel	Specific Plan/ Zoning	Land Use	Gross Acres	Net Acres
1	SP-RC-PD	Regional Commercial	37.33	36.00
2	SP-RC-PD	Regional Commercial	12.08	9.72
3	SP-RC-PD	Regional Commercial	11.65	9.87
4	SP-GC-PD	General Commercial	15.10	12.33
Remainder	SP-RC-PD	Regional Commercial	47.47	44.14
IOD	SP-RC-PD	Regional Commercial	N/A	3.67
IOD	SP-GC-PD	General Commercial	N/A	0.95
ROW	SP-RC-PD	Regional Commercial/Roadways	N/A	5.12
ROW	SP-GC-PD	General Commercial/Roadways	N/A	1.83
Total			123.63	123.63

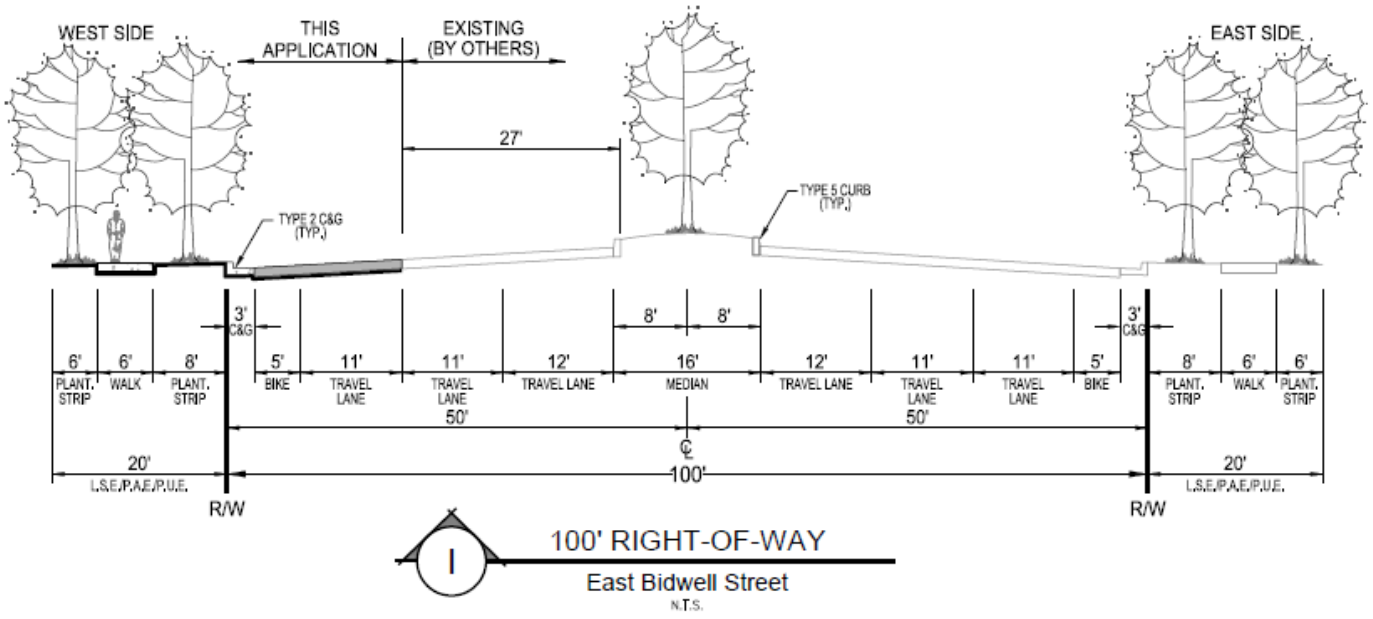
FIGURE 4: VESTING TENTATIVE PARCELMAP



Parcel 61 would be split into 3 lots (Lots 1-3) with a remainder parcel, and Parcel 77 located south of Alder Parkway would contain one parcel (Lot 4).

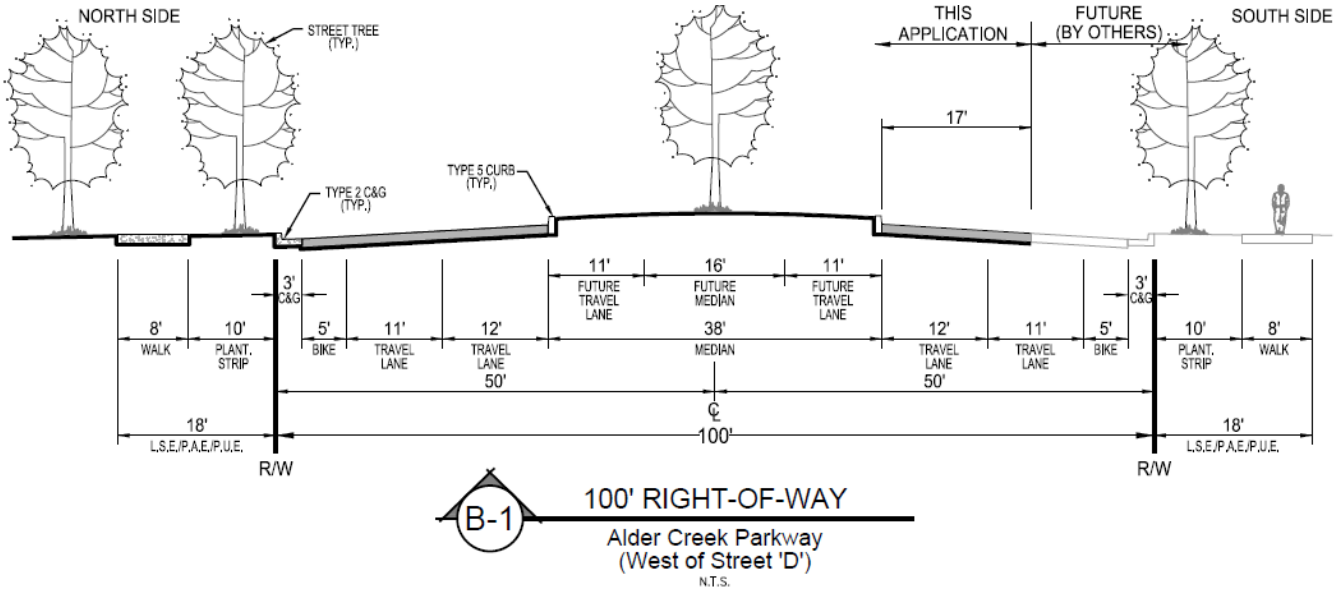
Access to the Project site would be from East Bidwell Street to the east, Highway 50 on the north, with direct access from Alder Creek Parkway to the north and south (it traverses the site). No direct access to the site would be provided from Highway 50 or East Bidwell Street. Backbone roadway improvements required as part of this Project include widening East Bidwell Street to complete the frontage and median and extending Alder Creek Parkway along the frontages of both parcels 61 and 77. Additional roadways are proposed within and around the parcels to facilitate access and circulation for the Project as shown on the VTPM. East Bidwell is a major street with six travel lanes and a 20-foot landscape corridor adjacent to the site as shown in Figure 5.

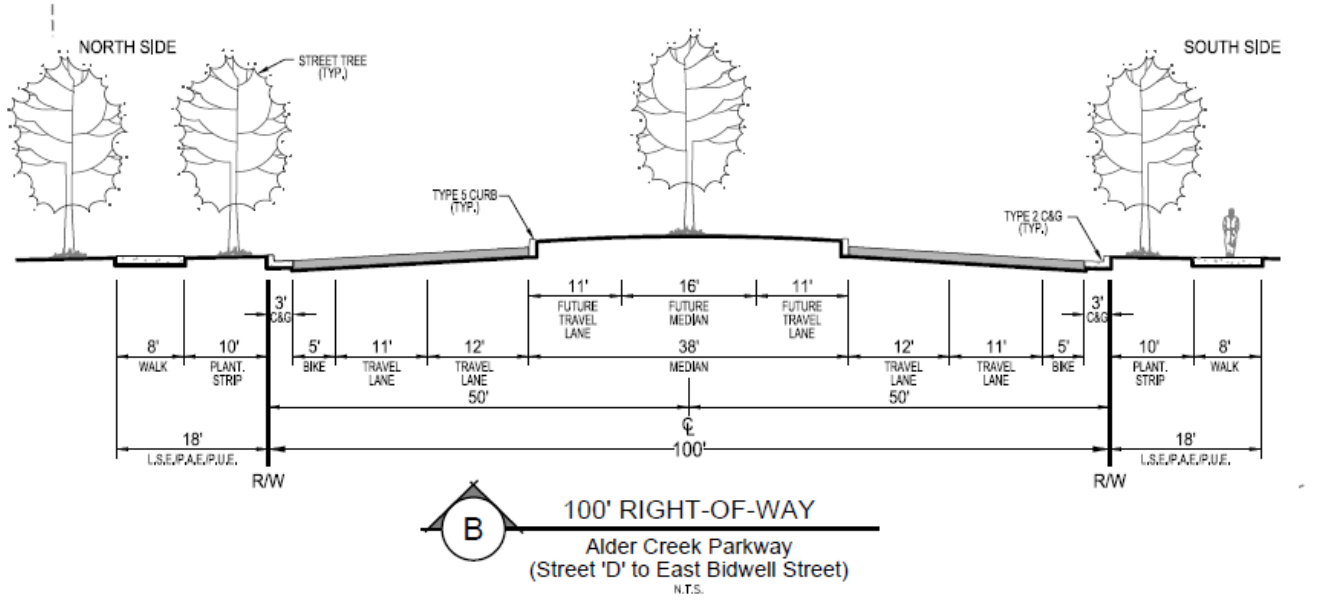
FIGURE 5: EAST BIDWELL STREET CROSS SECTION



Alder Creek Parkway is also planned as a major roadway with a 100-foot right-of-way, four travel lanes, and18-foot landscaping and detached sidewalks. Bus Rapid Transit (BRT) is planned in the median in the future.

FIGURE 6: ALDER CREEK PARKWAY ROADWAY CROSS SECTIONS





Most of the interior roadways consists of a two-lane to four-lane streets with landscaping and detached sidewalks and parking on both sides of the street (42-foot to 98-foot right of way).

FIGURE 7: INTERIOR URBAN STREET EXAMPLE

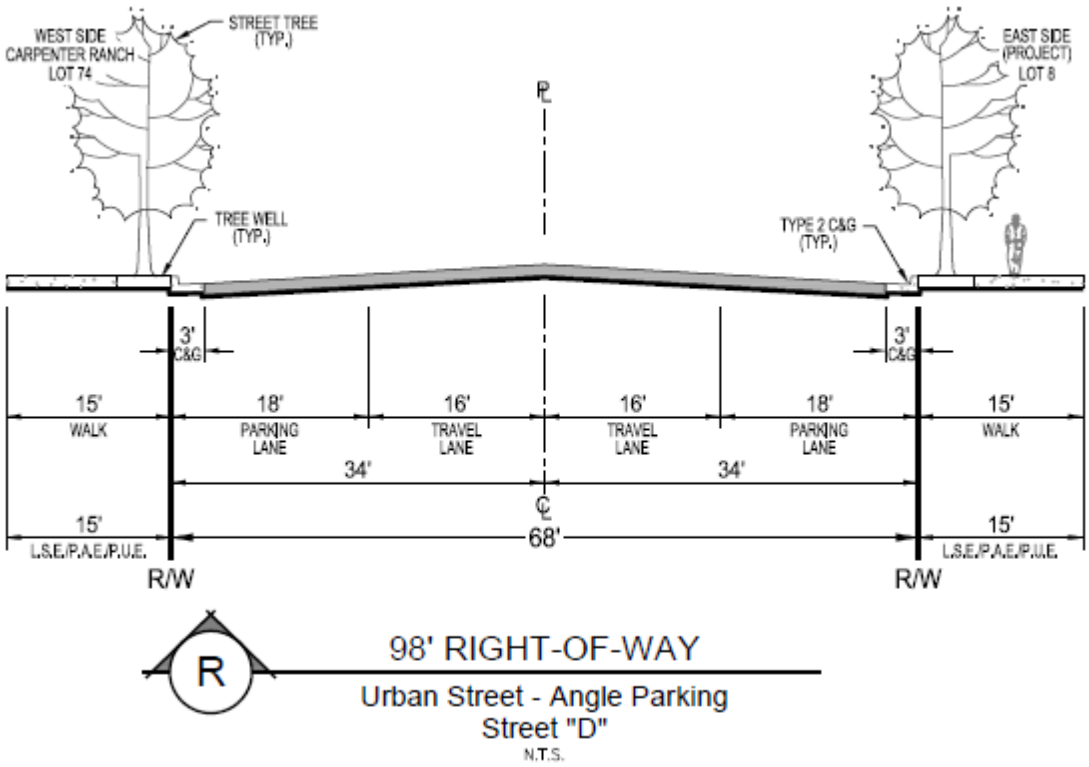
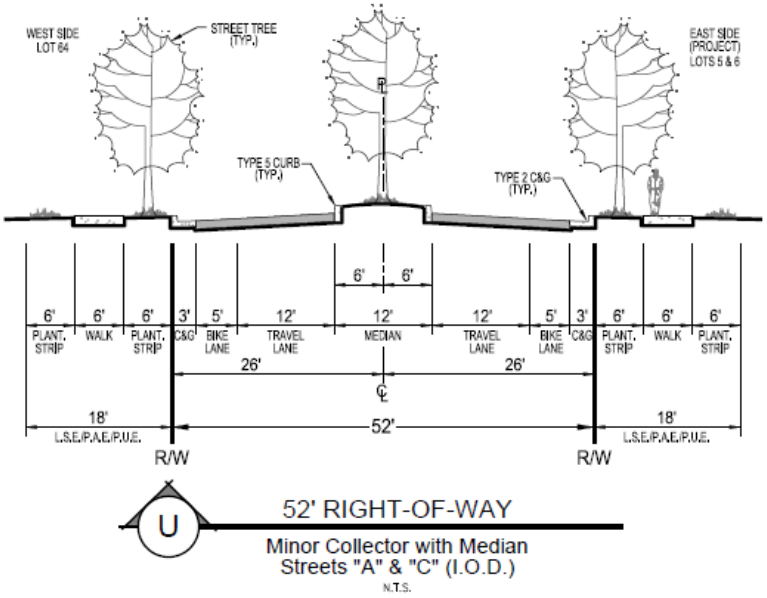


FIGURE 8: ADDITIONAL INTERIOR STREET CROSS SECTIONS WITH AND WITHOUT MEDIANS



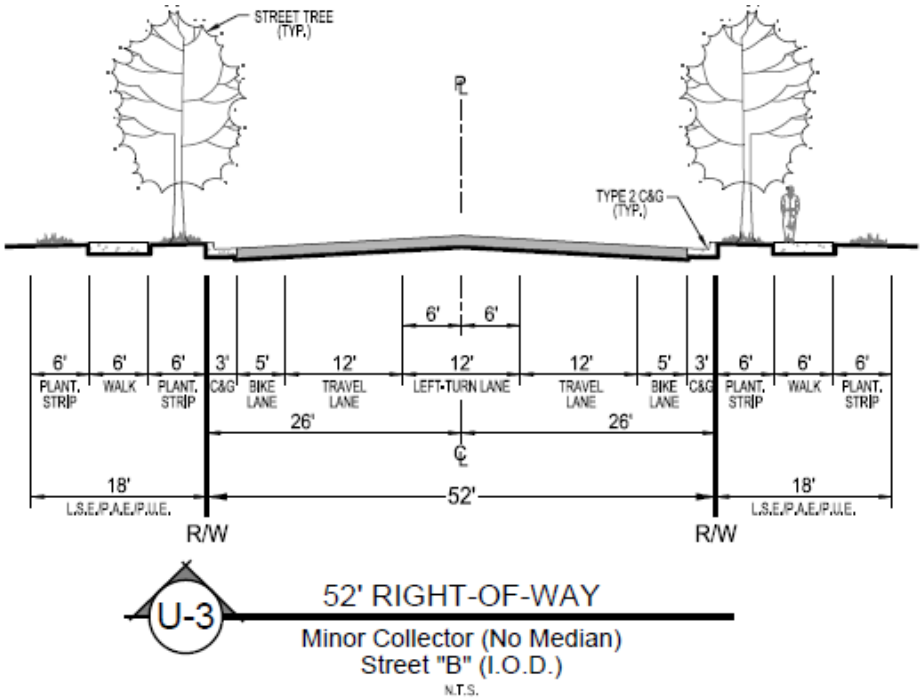
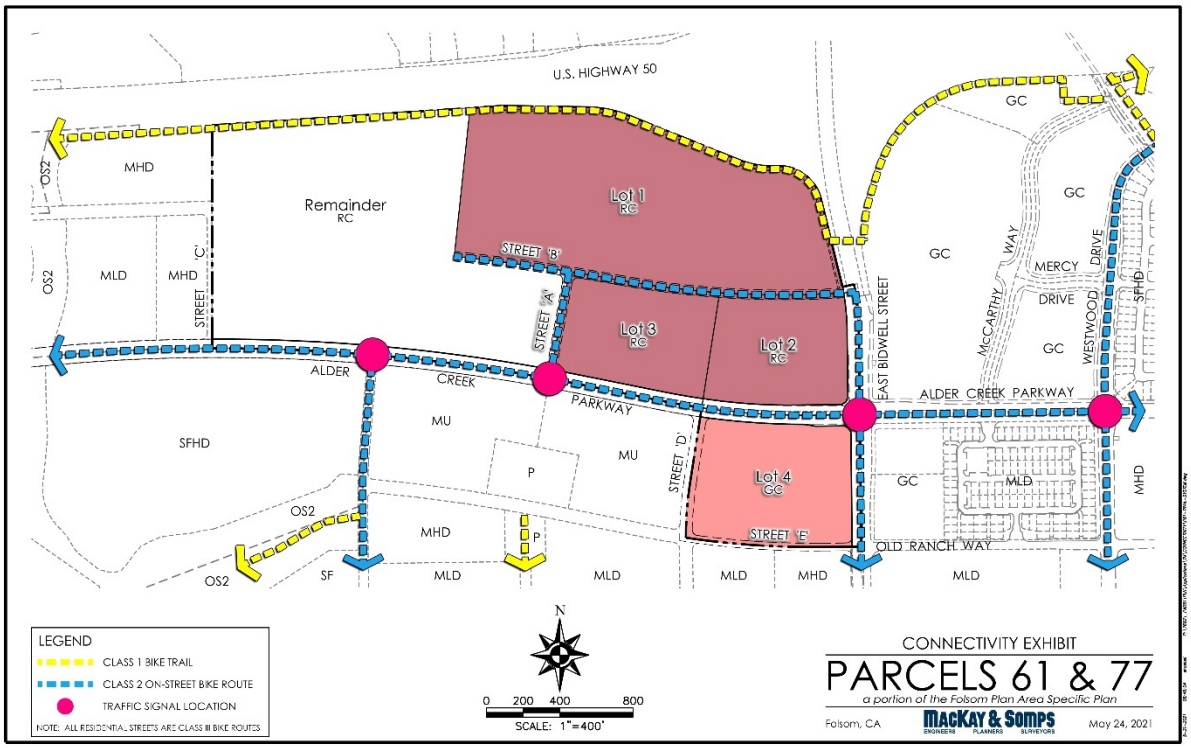
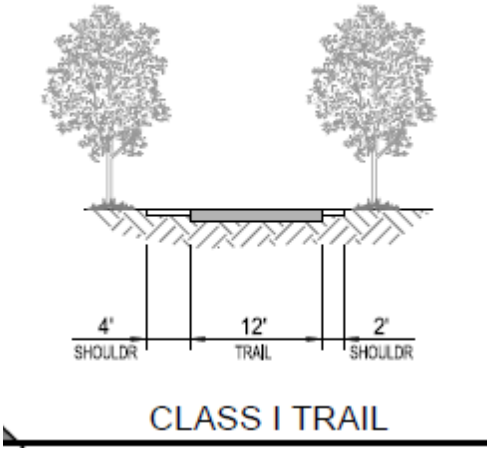


FIGURE 9: PEDESTRIAN CIRCULATION PLAN



The proposed VTPM is designed with multiple opportunities for pedestrian access to and within the subdivision. In Figure 9, above, yellow lines depict Class 1 pedestrian trails, and the blue lines represent Class II on street bicycle routes. A Class 1 pedestrian trail will be provided within an 18-foot portion of the 25-foot landscape easement on the northern boundary of the site along the Highway 50 frontage as shown in Figure 9, Class 1 Trail Cross-section. The Class I trail is identified on the FPASP Trails exhibit.

FIGURE 10: PROPOSED CLASS I TRAIL



B. Planned Development Permit

The Project includes a request to deviate from the Development Standards to reduce the minimum parcel size for Regional Commercial from 60-acres to .25 acre and for General Commercial from 2-acres to .25 acre as shown in the following table:

TABLE 2: PROPOSED MINIMUM LOT SIZE

	Development Standard	Requirement	Proposed Project
Regional Commercial	Lot Size/Area	60 Acres	0.25*
General Commercial	Lot Size/Area	2 Acres	0.25**

* Proposed Lots 1-3
** Proposed Lot 4

C. Proposed Folsom Ranch Commercial Design Guidelines

The Applicant has proposed the Folsom Ranch Commercial Design Guidelines (Attachment 11) to guide commercial/office design and development and provide a mechanism for design review by the master developer. The Folsom Ranch Commercial Design Guidelines are intended to address massing, scale, and design within the subject

parcels at a high level to ensure that development on Parcels 61 and 77 remain consistent and of high quality. The Guidelines are intended to complement the existing Folsom Plan Area Specific Plan and the FPASP Community Design Guidelines. All commercial projects will be required to go through the Landowner Folsom Ranch Design Review Committee for review and approval before submittal to the City.

ATTACHMENT 3

ANALYSIS

The following sections provide an analysis of the Applicant's proposal which address the following:

A. Vesting Tentative Parcel Map
B. Planned Development Permit
C. Commercial Design Guidelines
D. Traffic/Access/Circulation
E. Grading and Drainage
F. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies
G. Environmental Review

A. Vesting Tentative Parcel Map

The proposed Vesting Tentative Parcel Map (VTPM) would subdivide a 123.63-acre area south of Highway 50, west of East Bidwell Street and north and south of the future Alder Parkway into four (4) parcels and a 47.47-acre remainder lot, and four unlettered lots for infrastructure and right of way, for future sale, lease, and financing. The proposed VTPM is shown in Figure 3 and Attachment 6.

The parcels correspond to land uses and parcels on the FPASP Land Use Plan (Figure 1) designated SP-RC-PD Regional Commercial and SP-GC-PD General Commercial.

No specific development is proposed at this time. However, as part of the entitlements the Applicant proposes to mass grade the site and install backbone roadways and install utilities to prepare the parcels for individual site-specific development applications. Excess grading material would be exported to adjacent parcels to the south to achieve earthwork balance. Onsite retaining walls are anticipated to maintain the developable areas.

The Project will be required to dedicate public right-of-way for the internal public streets necessary for access to and circulation within the created parcels (Condition No. 6). The Applicant will be required to coordinate with and dedicate public utility easements for underground utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the public streets (Condition No. 24).

All created parcels will be served by public roadways and the project is conditioned to require that utilities will be extended to each of the parcels (Condition No.6).

The tentative parcel map may be recommended for approval or conditional approval by

the Planning Commission if it finds that the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan, any applicable specific plan and all applicable provisions of the Folsom Municipal Code.

The tentative parcel map may be recommended for denial by the Planning Commission on any of the grounds provided by the Subdivision Map Act or the Folsom Municipal Code. Pursuant to Folsom Municipal Code section 16.16.070, the Planning Commission shall recommend denial of the tentative map if it makes any of the following findings:

1. That the proposed map or the design or improvement of the proposed subdivision is inconsistent with the general plan, any applicable specific plan, or other applicable provisions of the FMC;

2. That the site is not physically suitable for the type of development;

3. That the site is not physically suitable for the proposed density of development;

4. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

5. That the design of the subdivision or the type of improvements are likely to cause serious public health or safety problems;

6. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is granted to the Planning Commission to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision;

7. Subject to Section 66474.4 of the Subdivision Map Act, that the land is subject to a contract entered into pursuant to the California Land Conservation Act of 1965 (commencing with Section 51200 of the Government Code) and that the resulting parcels following a subdivision of the land would be too small to sustain their agricultural use.

Staff has determined that the proposed VTPM complies with all City and State Subdivision Map Act requirements.

B. Planned Development Permit

The purpose of the Planned Development district is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations and to encourage the creative and efficient use of land (FMC 17.38.010). Staff has reviewed the proposal to reduce the minimum lot sizes to .25 acre and supports the deviation. There is no justification to support the current minimum parcel size of 60 acres in this commerical land use. Staff has concluded that this standard was left in the FPASP in error. With all development in corresponding commercial zoning districts elsewhere in the City there is no minimum parcel size per the Folsom Muncipal Code. The smaller parcel sizes will facilitate the sale of the parcels to commercial/office and residential builders and will not result in a change to the overall amount of commercial square footage or residential unit capacity. All other development standards would remain in place in the FPASP. Setbacks for Regional Commercial and General Commercial are 0-feet so the smaller parcel size would not conflict with required setbacks and the other Development Standards. The smaller parcel size would not affect the ultimate land use of the site and the smaller parcel size would make it easier for the Applicants to market the subject site. For these reasons, staff supports the proposed Development Standard minimum lot size deviation.

C. Commercial Design Guidelines

The Applicant has prepared the Parcel 61 & 77 Commercial Design Guidelines. The Guidelines would apply to future development of the site and include minimum design standards for commercial development and define the process to ensure consistency. According to the document, the following guiding priciples shall be applied to site design:

- Provide a sense of place within each parcel through the use of safe and define pedestrian paths of travel, gathering nodes, and well-designed wayfinding signage.
- Consider both pedestrian and autombile circulation to allow each to function optimally (e.g., do no priotize automobile circulation at the detriment of the pedestrian.)
- To the greatest extent possible, provide clear pedestrian safe paths of travel to and from the primary entrance or a primary entrance node within each site design and from perimeter pedestrian walkways. Where feasible and logical, these paths of travel should extend to the sidewalk.

The Guidelines put an emphasis on architectural elements at entrances and pedestrian thoroughfares:

- These elevations should contain greater detail at the street level through arcades,

enhanced entry areas, awnings, window displays or other special features that emphasize pedestrian comfort and walkability.

- Bland building walls are not permitted, and long horizontal facades should feature “street front type windows”, be divided into segments to create vertidical divisions of material, color or syle changes, and included vertical planting material and trellises.

Staff has reviewed the Parcel 61 and 77 Folsom Ranch Commercial Design Guidelines that would apply to the Project and recommends the approval of the Guidelines. Because no specific development is proposed at this time it is anticipated that the Applicant will come forward in the future with a sign program. In addition, future entitlements will require design review by the city and obtain approval by the Planning Commission.

D. Traffic/Access/Circulation

Primary access to the Project would be from East Bidwell Street on the east, Highway 50 on the north, and the east-west Alder Parkway that traverses the site. Additional interior streets would be provided to provide access to each parcel.

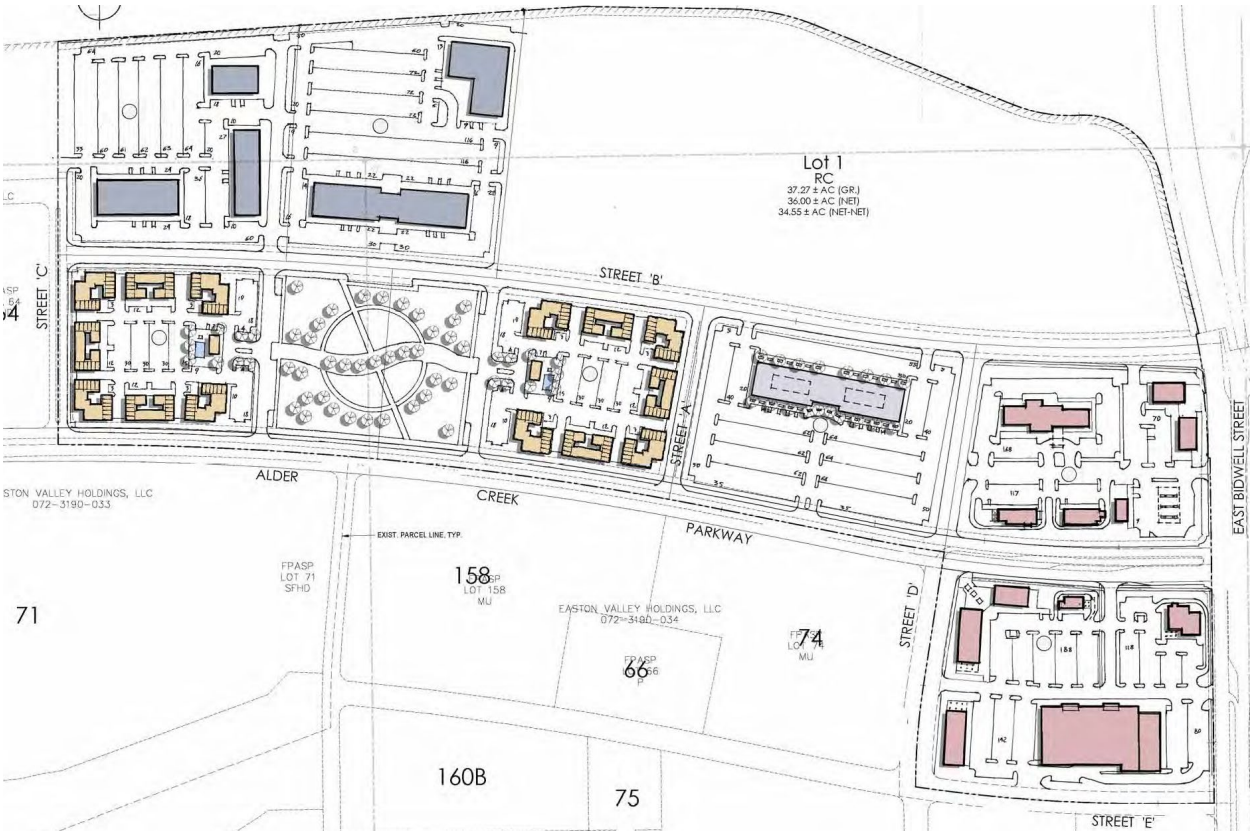
The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. There are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Parcel 61 & 77 Subdivision 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 Project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 53-25 to 53-79).

Kimley Horn prepared an Access Evaluation (June 4, 2021, Attachment 11) to evaluate access and circulation-related impacts associated with the proposed Project. The traffic analysis assumed future site development would occur as shown in Figure 11. Any specific development would require additional entitlements, so Figure 11 is conceptual in nature.

The Access Evaluation concluded that the Project would result in adequate circulation with the following caveat:

1. Right-turn ingress from East Bidwell Street to Street ‘B’ and right turn driveway access to Parcel 61 (Lot 2) is not approved with this Project.

FIGURE 11: CONCEPTUAL SITE BUILDOUT ASSUMED IN TRAFFIC STUDY



A dedicated right turn lane would be required to provide access from East Bidwell onto Street B. However, Caltrans has restricted right of way (no access easement) on East Bidwell in the vicinity of the Project site to avoid conflicts with the Highway 50 interchange. For this reason, the City is not supporting right turn ingress onto Street B or into Lot 2 from East Bidwell at this time. Condition No. 40 would require that B Street be restricted from access to East Bidwell and no driveway access from Lot 2 would allowed on East Bidwell.

In addition to the 55 generally applicable traffic-related conditions of approval referenced above, staff forwards the following project-specific traffic conditions of approval (Condition No. 40) to the Commission for consideration:

a. The Project shall construct and dedicate rights-of-way to the City for all of the streets where improvements will be constructed with this map including East Bidwell, and Alder Parkway in the FPASP; including transitions as shown in Exhibit 2 of the Kimley Horn Memo Dated June 4, 2021.
b. No access shall be allowed from/to Street B from East Bidwell Street unless access is analyzed in the future and the City and Caltrans approve the design.
c. No right turn access is allowed via driveways to Lot 2 from East Bidwell.
d. Planning Commission approval of a Planned Development Permit Modification and Cal Trans approval are required for any access on East Bidwell Street through either Street B or the Lot 2 driveway. An updated traffic analysis shall be required if any additional access is proposed to East Bidwell Street.

E: Grading and Drainage

Utility infrastructure, including storm drain, sanitary sewer, potable and non-potable water, and dry utilities will be constructed within Alder Creek Parkway, East Bidwell, and interior roadways to serve the site as shown on the VTPM utility plan (Attachment 8). Backbone Sewer infrastructure, analyzed with prior CEQA documents, including a paved access road and utility bridge across Alder Creek, will extend east from Oak Avenue to the Project site. In addition, the four parcels will be mass graded at once in order to balance the site and prepare the parcels for future development.

F: Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

The 123.63-acre project site has a General Plan land use designation of GC (General Commercial) and RC (Regional Commercial) and a Specific Plan land use designation of SP-GC-PD (Specific Plan General Commercial-Planned Development Permit District) and SP-RC-PD (Specific Plan Regional Commercial-Planned Development Permit District).

The Project is consistent with both the General Plan land use designation and the Specific Plan land use designation. However, the Project is requesting approval to deviate from the established development standards with respect to minimum lot size.

On March 17, 2020, the City approved a Minor Administrative Modification (MAM) to shift commercial and residential square footage among multiple parcels (Parcels 61, 77, 78, and 85A) located within the Folsom Plan Area including the subject parcel to meet the maximum development intent of the properties involved. The proposed Project is consistent with the development assumptions 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 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 are 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 Project has been designed to facilitate multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized in a pattern consistent with the approved FPASP circulation plan.

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.

Analysis: The proposed Parcel 61 and 77 Folsom Ranch Commercial Design Guidelines will ensure that the future commercial development is distinctive and of high quality, consistent with the FPASP.

G. ENVIRONMENTAL REVIEW

Pursuant to CEQA Guidelines section 15164, the City shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Those conditions include significant changes to the project, significant new information, or substantial changes to circumstances under which the project will be undertaken. In this case, none of those conditions are present because the EIR for the FPASP assumed that the Project site would be developed with commercial uses and associated backbone infrastructure as proposed here.

An addendum need not be circulated for public review but can be included in or attached to the final EIR. The decision-making body shall consider the addendum with the final EIR prior to making a decision on the project.

An Addendum to the FPASP EIR (Addendum) for the Parcel 61 & 77 Project has been prepared pursuant to CEQA Guidelines section 15164 and Public Resources Code (PRC) sections 21083 and 21166.[1] The Addendum for this Project uses an environmental checklist to evaluate each environmental topic area within Appendix G of the CEQA Guidelines to determine if the Project would result in any new or substantially more severe significant impacts than those identified in the certified Final EIR (see Section IV). This Addendum applies to the current action only; future development proposals for Parcels 61 and 77 will be subject to their own consistency determinations and potential subsequent CEQA review if the future development is found to be outside the scope of what was analyzed in the FPASP EIR.

Several previous environmental documents have been prepared in relation to the FPASP. Those relevant to this Project are listed below and incorporated herein by reference. All are available for review at City offices, and some are available online, as indicated below:

- Draft EIR/Environmental Impact Statement for the FPASP, June 2010 (DEIR), available online at https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents/-folder-178;
- Final FPASP EIR/EIS, May 2011 (FEIR), available online at https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents/-folder-174;
- FPASP CEQA Findings of Fact and Statement of Overriding Considerations, May 2011, available online at https://www.folsom.ca.us/home/showpublisheddocument/1628/637477093743170000;
- FPASP Mitigation Monitoring and Reporting Program, May 2011, available online at https://www.folsom.ca.us/home/showpublisheddocument/1632/637477093777200000;
- Addendum to the FPASP EIR for the Revised Proposed Off-site Water Facility Alternative, November 2012 (Water Addendum); and
- Westland-Eagle Specific Plan Amendment Addendum, September 2015.

Applicable mitigation measures are referenced throughout the Addendum and are incorporated by reference in the environmental analysis. The Applicant will be required, as part of the conditions of approval (No. 41) for the Project, to comply with each of those

[1] See *Save Our Heritage Organization v. City of San Diego* (2018) 28 Cal.App.5th 656, 668.

mitigation measures. Staff has reviewed the Addendum and determined there are no new impacts not previously analyzed in the FPASP Final EIR/EIS and recommends that the Planning Commission consider and approve the Parcel 61 & 77 Project Addendum.

RECOMMENDATION/PLANNING COMMISSION ACTION

Staff recommends Planning Commission approval of the Project, subject to the Findings below and the attached Conditions of Approval.

Proposed Planning Commission Action/ Proposed Motion:

- Review and consider the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Folsom Plan Area Specific Plan (FPASP) and the Parcel 61 & 77 Project Addendum and Approve the Addendum to the EIR/EIS for the FPASP for the proposed Project.

- Approve the Parcels 61 and 77 Vesting Tentative Subdivision Map creating four (4) parcels, one remainder parcel as shown on Attachment 6, Vesting Tentative Parcel Map.

- Approve the Planned Development Permit to allow a reduction in the minimum lot size development standards for the Regional Commercial and General Commercial parcels to 0.25-acre within the Project area.

- Approve the Parcel 61 & 77 Commercial Design Guidelines

These approvals are subject to the proposed findings below (Findings A-X) and the recommended conditions of approval (Conditions 1-42) 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 CONSISTENT WITH THE GENERAL PLAN, AND THE FOLSOM PLAN AREA SPECIFIC PLAN.

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. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL

ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED BY THE CITY IN 2015 FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.

E. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.

F. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL EVIRONMENTAL IMPACT REPORT FOLSOM PLAN AREA SPECIFIC PLAN FOR THE PARCEL 61 & 77 PROJECT AND HAS DETERMINED THAT NONE OF THE CHANGES OR REVISONS PROPOSED BY THE PROJECT WOULD RESULT IN SIGNIFICANT NEW OR SUBSTANTIALLY MORE SEVERE ENVIORNMENTAL IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT AND THE ADDENDUM FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT PROJECT.

G. THE PLANNING COMMISSION HAS CONSIDERED THE ADDENDUM WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

VESTING TENTATIVE PARCEL MAP FINDINGS

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

I. THE PROPOSED PARCEL MAP, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN), THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.

J. THE SITE IS PHYSICALLY SUITABLE FOR COMMERCIAL DEVELOPMENT.

K. AS CONDITIONED, THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.

L. AS CONDITIONED, THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

M. THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

N. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

PLANNED DEVELOPMENT PERMIT FINDINGS THE PROPOSED PROJECT

O. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.

P. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MODIFICATIONS TO THOSE STANDARDS PROPOSED AS A PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY RIGID APPLICATION OF THE STANDARDS.

Q. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS ARE ACCEPTABLE.

R. AS CONDITIONED, THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSITENT WITH THE PROPOSAL.

S. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

T. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL TRAFFIC CIRCULATION, INCLUDING INGRESS AND EGRESS.

U. THE PROPOSED PROJECT WILL NOT BE DETRMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE AND THE CITY AS A WHOLE.

V. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICE AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

DESIGN GUIDELINES FINDINGS

W. THE PROPOSED DESIGN GUIDELINES ARE IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.

X. THE PROPOSED DESIGN GUIDELINES ARE IN CONFORMANCE WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND COMPLEMENT THE FOLSOM PLAN AREA COMMUNITY DESIGN GUIDELINES.

Attachment 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR PARCELS 61 AND 77 (PN 21-043) WESTERLY OF EAST BIDWELL, SOUTH OF HIGHWAY 50 AND NORTH AND SOUTH OF ALDER PARKWAY VESTING TENTATIVE PARCEL MAP, PLANNED DEVELOPMENT PERMIT AND DESIGN GUIDELINES				
Condition No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**
1.		***Final Development Plans*** The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: 1. Vesting Tentative Parcel Map, dated May 25, 2021. 2. Preliminary Grading, and Drainage Plan, dated May 19, 2021. 3. Access and Circulation Analysis dated June 4, 2021. 4. Folsom Ranch Commercial Design Guidelines dated May 28, 2021. 5. Addendum to the Folsom Area Specific Plan for Parcels 61 & 77, dated May 28, 2021. The Vesting Tentative Parcel Map, Planned Development Permit-Development Standard Deviations (parcel size reduction) and Commercial Design Guidelines, are approved for Parcels 61 and 77. Implementation of the Project shall be consistent with the above referenced items and these conditions of approval. Grading on Parcels 1 through 4 shall be allowed with approval of this project. Any subsequent development (improvements and buildings) are required to obtain approval of a Planned Development Permit Modification.	G, I, M, B	CD (P)(E)
2.		***Plan Submittal*** All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	G, I	CD (P)(E)

3.		***Validity*** This approval of the Vesting Tentative Parcel Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Vesting Tentative Parcel Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)
4.		***FMC Compliance*** The Final Parcel Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)
5.		***Development Rights*** The approval of this Vesting Tentative Parcel Map conveys the right to develop. As noted in these conditions of approval for the Vesting Tentative Parcel Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, soundwalls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		***Public Right of Way Dedication*** As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Parcels 61 & 77 Project as shown on the Vesting Tentative Parcel Map (Lots 1-4).	M	CD (E)(P)
7.		***Street Names*** The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission for the final parcel map.	M	CD (E)(P)

8.		***Indemnity for City*** 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: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith 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.	OG	CD (P)(E)(B) PW, PR, FD, PD
9.		***Vesting Tentative Parcel Map*** The Vesting Tentative Parcel Map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS 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), the Westland Eagle Specific Plan Amendment (September 2015) and the Parcel 61 & 77 Addendum dated May 28, 2021.	M	CD
10.		***ARDA and Amendments*** 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.	M	CD (E)

11.	✓	***Mitigation Monitoring*** 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)
12.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the Owner/Applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans, or beginning inspection, whichever is applicable.	B	CD (E)
13.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (E)

POLICE/SECURITY REQUIREMENT				
14.		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: • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	G, I, B	PD

DEVELOPMENT COSTS AND FEE REQUIREMENTS				
15.		***Taxes and Fees*** The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.	M	CD (P)(E)
16.		***Assessments*** If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)
17.		***FPASP Development Impact Fees*** The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (June 16, 2021), 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.	B	CD (P), PW, PK

GRADING PERMIT REQUIREMENTS				
18.		***Prepare Traffic Control Plan.*** Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures: • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.	G	CD (E)
19.		***State and Federal Permits*** The Owner/Applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)
20.		***Landslide /Slope Failure*** The Owner/Applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW

IMPROVEMENT PLAN REQUIREMENTS				
21.		***Improvement Plans*** The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Parcel Map.	M	CD (E)
22.		***Standard Construction Specifications and Details*** Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom *Standard Construction Specifications and Details* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (P)(E)
23.		***Water and Sewer Infrastructure*** All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria shall be met; • The Owner/Applicant shall provide public sewer and water main easements. • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. • In no case shall a City-maintained public water or public sewer line be placed on private residential property.	I, M	CD (E)
24.		***Utility Coordination*** The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.	I, M	CD (P)(E)
25.		***Replacing Hazardous Facilities*** The Owner/Applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)

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

LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
28.		***Landscaping Plans*** Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. 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 Project. A. The Owner/Applicant shall dedicate an easement for the future Class 1 Bike Trail within the required 25-foot-wide Landscape Buffer along the Project's entire frontage of US Hwy 50.	B	CD (P)(E)

MAP REQUIREMENTS				
29.		Prior to the recording of the Parcel Map, the owner/applicant shall enter into a deferred improvement agreement with the City, identifying improvements, if any, to be constructed. The Owner/Applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	I	CD (E)
30.		The required public and private improvements necessary to serve any and all phases of development shall be completed and accepted to the satisfaction of the Community Development Department prior to issuance of the first Certificate of Occupancy for the project.	C O	CD E
31.		***Public Utility Easements*** The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)
32.		The Owner/Applicant shall dedicate an easement for the future Class 1 Bike Trail within the required 25-foot-wide Landscape Buffer along the Project's entire frontage of US Hwy 50. The easement shall be shown on the parcel map.	M	CD (E)
33.		***Backbone Infrastructure*** As provided for in the ARDA and the Amendment No. 1 thereto, the Owner/Applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.	M	CD (E)

34.		***New Permanent Benchmarks*** The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)
35.		***Credit Reimbursement Agreement*** Prior to the recordation of the Parcel Map, the Owner/Applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.	M	CD (E)
36.		The Owner/Applicant shall provide a digital copy of the recorded Parcel Map (in AutoCAD format) to the Community Development Department.	OG	CD (E)
37.		The Owner/Applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Parcel Map.	M	CD (E)
38.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions relative to water usage and conservations, including but not limited to: requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time.	B, O, G	CD (P) (E)
39.		All existing overhead utility lines and future utility lines, lower than 69kv, shall be placed underground within and along the perimeter of the project at the developer's cost.	I	CD (E)

TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
40.		The following conditions of approval are related to roadway and traffic related improvements for the Project. Refer to Attachment 11 Kimley Horn Memo dated June 4, 2021. e. The Project shall construct and dedicate right-of-way for all of the streets where improvements will be constructed with this map including East Bidwell Street, and Alder Parkway in the FPASP; including transitions as shown in Exhibit 2 of the Kimley Horn Memo Dated June 4, 2021 f. No access shall be allowed from/to Street B from East Bidwell Street unless access is analyzed in the future and the City and Caltrans approve the design. g. No right turn access is allowed via a driveway to Lot 2 from East Bidwell. h. Planning Commission approval of a Planned Development Permit Modification and Cal Trans approval are required for any access on East Bidwell Street through either Street B or the Lot 2 driveway. An updated traffic analysis shall be required if any additional access is proposed to East Bidwell Street.	I, OG	CD (E)
41.		***Parcel 61 and 77 Vesting Tentative Parcel Map Mitigation Monitoring Reporting Program (MMRP).*** The conditions of approval below (numbered 42-1 to 42-89) implement the applicable mitigation measures as amended by the Revised Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014).	G,I	CDD (P) (E)
Condition No.42.	**Mitigation Number (Source)**	**Mitigation Measures**	**Timing**	**Responsible Agency**
AESTHETICS				
42-1	**3A.1-4 (FPASP EIR/EIS)**	***Screen Construction Staging Areas.*** The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and	Before approval of grading plans and during	City of Folsom Community Development Department.

		material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable 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.	construction for all project phases.	
42-2	**3A.1-5 (FPASP EIR/EIS)**	***Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.*** To reduce impacts associated with light and glare, the City shall: ▸ 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. a. Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. b. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall: c. Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. d. 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. e. 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.	Before approval of building permits.	City of Folsom Community Development Department

		f. 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. g. A lighting plan for all on- and off-site elements within 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. 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).		
AIR QUALITY				
42-3	**3A.2-1a (FPASP EIR/EIS)**	***Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.*** To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations. ***Basic Construction Emission Control Practices*** ▸ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▸ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▸ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.	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

		▸ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▸ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▸ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▸ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. ***Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas*** ▸ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▸ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▸ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. ***Enhanced Fugitive PM Dust Control Practices – Unpaved Roads*** ▸ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▸ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▸ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. ***Enhanced Exhaust Control Practices***		

		▸ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (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. ▸ 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.		
42-4	**3A.2-1b (FPASP EIR/EIS)**	***Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.*** Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.
42-5	**3A.2-1c (FPASP EIR/EIS)**	Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption,	Before the approval of all grading plans by the City.	City of Folsom Community Development Department

		negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.		
42-6	**3A.2-2 (FPASP EIR/EIS)**	***Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.*** To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use 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.	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
42-7	**3A.2-4a (FPASP EIR/EIS)**	***Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.*** The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans. The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.	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

		The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.		
42-8	**3A.2-6 (FPASP EIR/EIS)**	***Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.*** The project applicant(s) for any particular discretionary development application shall implement the following measure: ▸ 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.	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
BIOLOGICAL RESOURCES				
42-9	**3A.3-1a (FPASP EIR/EIS)**	***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.*** To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality." 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	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

		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. 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." Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.		

		See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.		
42-10	**3A.3-2a (FPASP EIR/EIS)**	***Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.*** To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. 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. If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.

		occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.		
GEOLOGY AND SOILS				
42-11	**3A.7-1a (FPASP EIR/EIS)**	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: ▸ Site preparation; ▸ Soil bearing capacity; ▸ Appropriate sources and types of fill; ▸ Potential need for soil amendments; ▸ Road, pavement, and parking areas; ▸ Structural foundations, including retaining-wall design; ▸ Grading practices; ▸ Soil corrosion of concrete and steel; ▸ Erosion/winterization; ▸ Seismic ground shaking; ▸ Liquefaction; and ▸ Expansive/unstable soils. 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	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		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.		
42-12	**3A.7-1b (FPASP EIR/EIS)**	***Monitor Earthwork during Earthmoving Activities.*** All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
42-13	**3A.7-3 (FPASP EIR/EIS)**	***Prepare and Implement the Appropriate Grading and Erosion Control Plan.*** Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases. 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	Before the start of construction activities.	City of Folsom Community Development Department

		applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. 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). Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.		
42-14	**3A.7-5 (FPASP EIR/EIS)**	***Divert Seasonal Water Flows Away from Building Foundations.*** The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.	Before and during earthmoving activities.	City of Folsom Community Development Department
42-15	**3A.7-10 (FPASP EIR/EIS)**	***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.*** To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following: ▸ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▸ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department

		lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. 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).		
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE				
42-16	**3A.4-1 (FPASP EIR/EIS)**	***Implement Additional Measures to Control Construction-Generated GHG Emissions.*** 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 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. 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: ▸ Improve fuel efficiency from construction equipment:	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

		▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▸ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ▸ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ▸ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▸ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▸ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▸ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▸ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▸ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▸ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).		

		▸ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.		
42-17	**3A.8-2 (FPASP EIR/EIS)**	***Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.*** The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas. The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances: ▸ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▸ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated	Before and during earth moving activities	City of Folsom Community Development Department

		in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ▸ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. ▸ 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).		
HYDROLOGY AND WATER QUALITY				
42-18	**3A.9-1 (FPASP EIR/EIS)**	***Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.*** Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify: ▸ 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, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences	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	City of Folsom Community Development Department

		▸ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ▸ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▸ Spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▸ Personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ▸ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▸ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▸ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▸ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▸ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. A copy of the approved SWPPP shall be maintained and available at all times on the construction site.	project construction.	

		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. 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).		
42-19	**3A.9-2 (FPASP EIR/EIS)**	***Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.*** 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. The plans shall include, but not be limited to, the following items: ▸ 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; ▸ Runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▸ A description of the proposed maintenance program for the on-site drainage system; ▸ Project-specific standards for installing drainage systems; ▸ City and El Dorado County flood control design requirements and measures designed to comply with them; ▸ 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	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

		Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department). Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.		
42-20	**3A.9-3 (FPASP EIR/EIS)**	***Develop and Implement a BMP and Water Quality Maintenance Plan.*** Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified	Prepare plans before the issuance of	City of Folsom Community Development

		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. ▸ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▸ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the '"Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] 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). ▸ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ▸ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. ▸ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: • Surface swales; • Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. 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	grading permits for all project phases and off-site elements and implementation throughout project construction.	Department and Public Works Department

		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. 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. 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.		
NOISE AND VIBRATION				
42-21	**3A.11-1 (FPASP EIR/EIS)**	***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.	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

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

42-22	**3A.14-1 (FPASP EIR/EIS)**	***Prepare and Implement a Construction Traffic Control Plan.*** The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, 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. 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).	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department
42-23	**3A.14-2 (FPASP EIR/EIS)**	***Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.*** To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below. 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. 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.	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

		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. 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. 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. 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. 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.		
42-24	**3A.14-3 (FPASP EIR/EIS)**	***Incorporate Fire Flow Requirements into Project Designs.*** The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.	Before issuance of building permits and issuance of occupancy permits or final inspections for	City of Folsom Fire Department, City of Folsom Community Development Department

			all project phases.	
TRAFFIC AND TRANSPORTATION				
42-25	**3A.15-1a (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).*** To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
42-26	**3A.15-1b (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).*** To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department

42-27	**3A.15-1c (FPASP EIR/EIS)**	***The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).*** To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
42-28	**3A.15-1e (FPASP EIR/EIS)**	***Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).*** To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
42-29	**3A.15-1f (FPASP EIR/EIS)**	***Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection* (Intersection 44).** To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement	City of Folsom Public Works Department

			should be implemented.	
42-30	**3A.15-1h (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).*** To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
42-31	**3A.15-1i (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).*** Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be	Sacramento County Public Works Department

			complete before the first phase of the Proposed Project or alternative is built.	
42-32	**3A.15-1j (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).*** To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a	Sacramento County Public Works Department

			program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	
42-33	**3A.15-1l (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).*** To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation
42-34	**3A.15-1o (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50*** Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end	Before project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department and Sacramento County Department of Transportation

		of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	approval of the first subdivision map to determine during which project phase the improvement should be built.	
42-35	**3A.15-1p (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).*** To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding. Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works
42-36	**3A.15-1q (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be	Caltrans

			completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	
42-37	**3A.15-1r (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
42-38	**3A.15-1s (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50	Before project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department and Sacramento County Department of Transportation

		Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	approval of the first subdivision map to determine during which project phase the improvement should be built.	
42-39	**3A.15-1u (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
42-40	**3A.15-1v (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation

		Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	during which project phase the improvement should be built.	
42-41	**3A.15-1w (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
42-42	**3A.15-1x (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation

42-43	**3A.15-1y (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
42-44	**3A.15-1z (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a "braided ramp". The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
42-45	**3A.15-1aa (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50	Before project build out. A phasing analysis should be performed	City of Folsom Public Works Department

		Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
42-46	**3A.15-1dd (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
42-47	**3A.15-1ee (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom Public Works Department

		and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	determine during which project phase the improvement should be built.	
42-48	**3A.15-1ff (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
42-49	**3A.15-1gg (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department and Sacramento County Department of Transportation

			improvement should be built.	
42-50	**3A.15-1hh (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
42-51	**3A.15-1ii (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works

42-52	**3A.15-2a (FPASP EIR/EIS)**	***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.	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
42-53	**3A.15-2b (FPASP EIR/EIS)**	***Participate in the City's Transportation System Management Fee Program.*** The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
42-54	**3A.15-2c (FPASP EIR/EIS)**	***Participate with the 50 Corridor Transportation Management Association.*** The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
42-55	**3A.15-3 (FPASP EIR/EIS)**	***Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.***	As a condition of project approval and/or	City of Folsom Public Works Department

		In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	as a condition of the development agreement for all project phases.	
42-56	**3A.15-4a (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).*** To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
42-57	**3A.15-4b (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).*** To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

			improvement should be built.	
42-58	**3A.15-4c (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).*** To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
42-59	**3A.15-4d (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).*** To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

42-60	**3A.15-4e (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).*** To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
42-61	**3A.15-4f (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).*** To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
42-62	**3A.15-4g (FPASP EIR/EIS)**	***The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).*** To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-	Before project build out. A phasing analysis should be performed	City of Folsom Public Works Department

		turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
42-63	**3A.15-4i (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).*** To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-64	**3A.15-4j (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).*** To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	Sacramento County Department of Transportation.

		Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	determine during which project phase the improvement should be built.	
42-65	**3A.15-4k (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).*** To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-66	**3A.15-4l (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).*** To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	improvement should be built.	
42-67	**3A.15-4m (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).*** To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-68	**3A.15-4n (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).*** To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

42-69	**3A.15-4o (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).*** To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-70	**3A.15-4p (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).*** To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-71	**3A.15-4q (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).*** To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50	Before project build out. A phasing analysis should be performed	Sacramento County Department of Transportation.

		Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
42-72	**3A.15-4r (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).*** To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-73	**3A.15-4s (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).*** To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	Sacramento County Department of Transportation.

		access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	determine during which project phase the improvement should be built.	
42-74	**3A.15-4t (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).*** To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-75	**3A.15-4u (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).*** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

			improvement should be built.	
42-76	**3A.15-4v (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).*** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-77	**3A.15-4w (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).*** To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

42-78	**3A.15-4x (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).*** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
42-79	**3A.15-4y (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).*** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
UTILITIES AND SERVICE SYSTEMS				
42-80	**3A.16-1 (FPASP EIR/EIS)**	***Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.***	Before approval of final maps and issuance of	City of Folsom Community Development Department and City

		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.	building permits for any project phases.	of Folsom Public Works Department
42-81	**3A.16-3 (FPASP EIR/EIS)**	***Demonstrate Adequate SRWTP Wastewater Treatment Capacity.*** The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	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
42-82	**3A.18-1 (FPASP EIR/EIS)**	***Submit Proof of Surface Water Supply Availability.*** a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; 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.	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
42-83	**3A.18-2a (FPASP EIR/EIS)**	***Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.***	Before approval of final maps and	City of Folsom Community Development

		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.	issuance of building permits for any project phases.	Department and City of Folsom Public Works Department
42-84	**3A.18-2b (FPASP EIR/EIS)**	***Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).*** If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all 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.	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
42-85	**4.4-1 (Westland/ Eagle SPA)**	***Conduct Environmental Awareness Training for Construction Employees.*** Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment. The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area,	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for	City of Folsom Community Development Department

		the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.	any project phase.	
42-86	**4.4-7 (Westland/ Eagle SPA)**	***Preconstruction Nesting Bird Survey.*** The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August). If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department
42-87	**3A.5-1a (Westland/ Eagle SPA)**	***Comply with the Programmatic Agreement.*** The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;
42-88	**3A.5-2 (Westland/ Eagle SPA)**	***Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.*** To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: ▸ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of	Before approval of grading or improvement plans or any ground disturbing activities, including	City of Folsom Community Development Department; U.S. Army Corp of Engineers

		encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▸ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▸ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included. 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.	grubbing or clearing, for any project phase.	

		If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures: ▸ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery. ▸ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.		
42-89	**3A.5-3 (Westland/ Eagle SPA)**	***Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.*** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the coroner's findings are complete, the project 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.	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

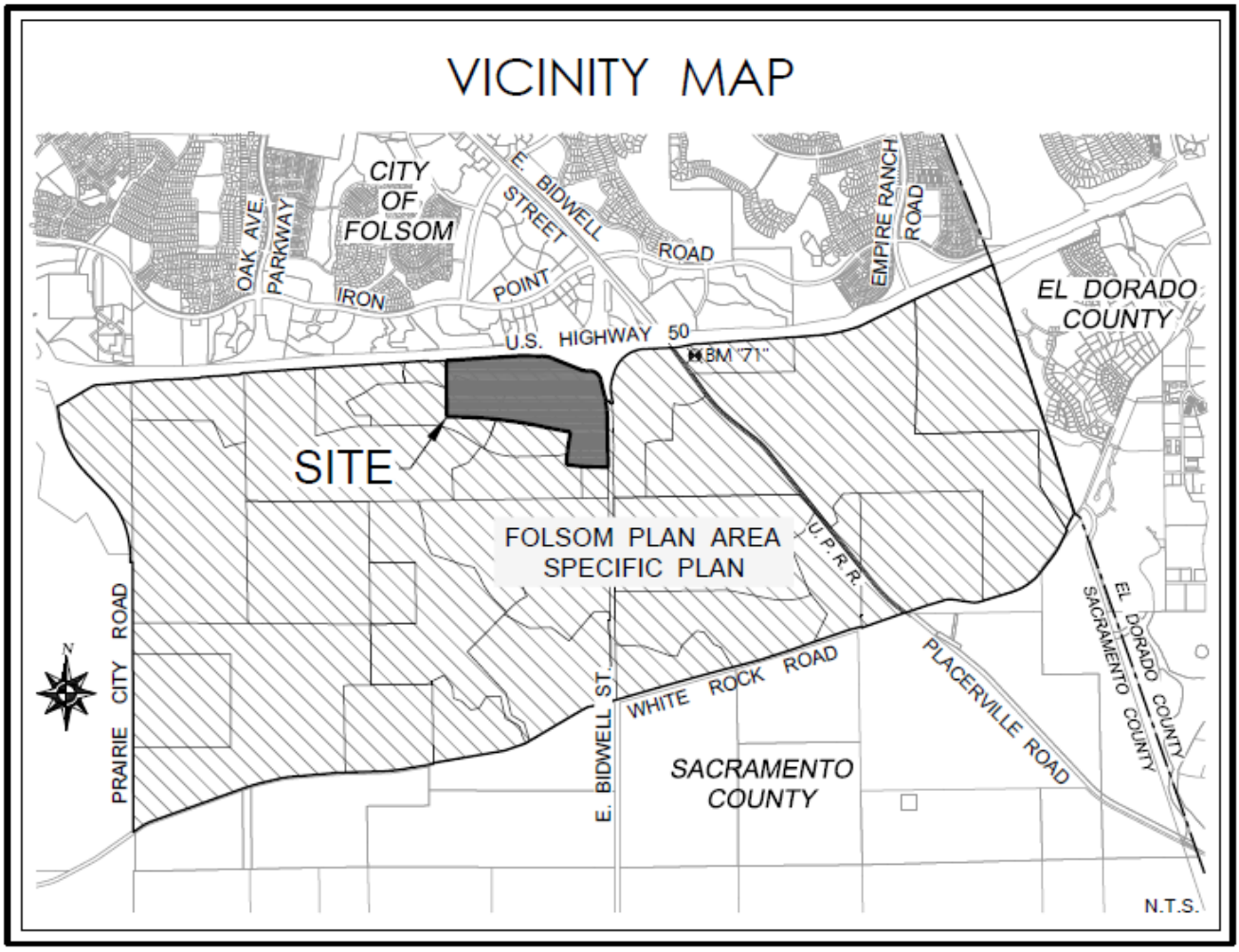
		Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements: ▸ record the site with the NAHC or the appropriate Information Center, ▸ use an open-space or conservation zoning designation or easement, or ▸ record a reinternment document with the county. The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist. 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). The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.		

Attachment 5

Vicinity Map

VICINITY MAP

N.T.S.



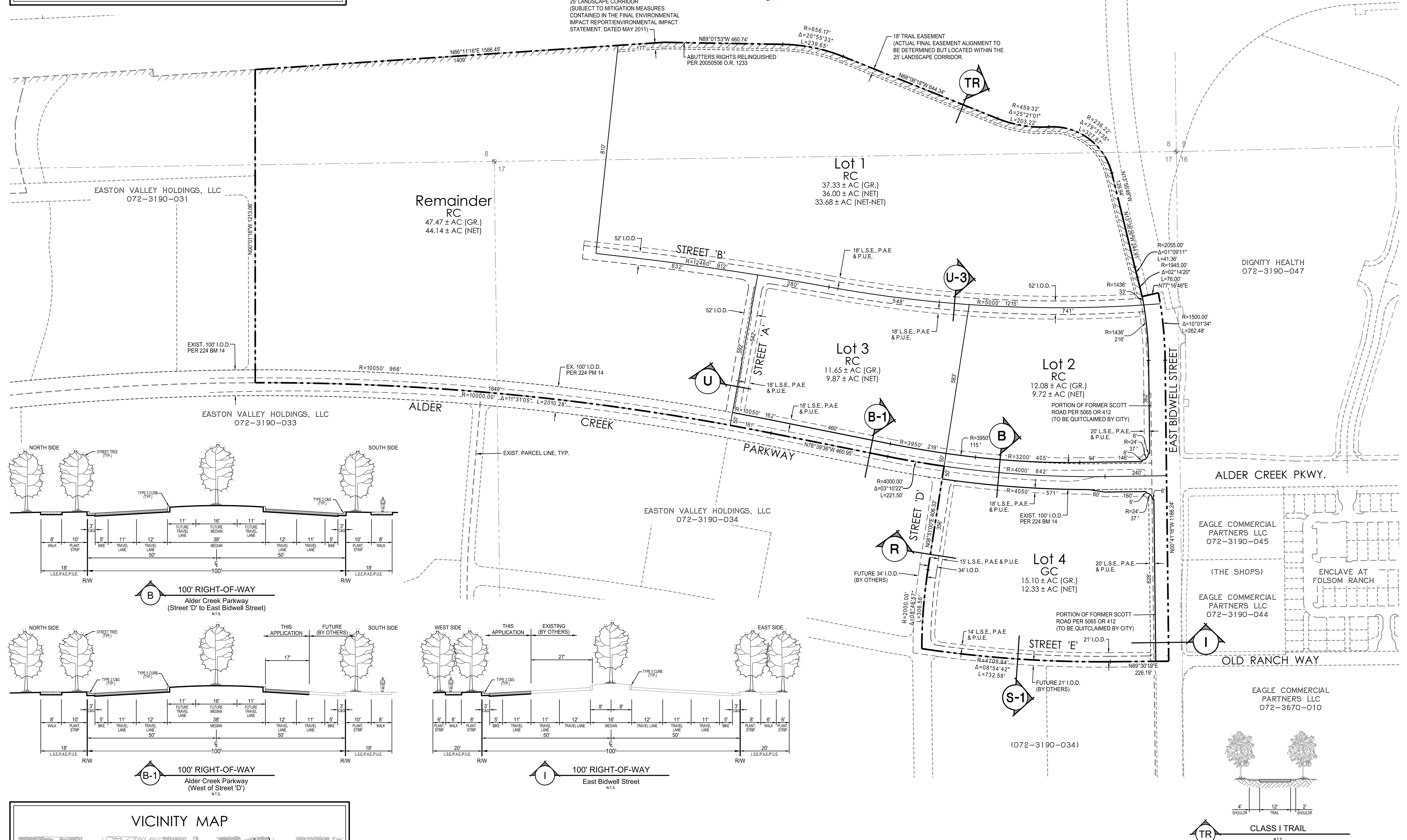
Attachment 6

Vesting Tentative Parcel Map
Dated May 25, 2021

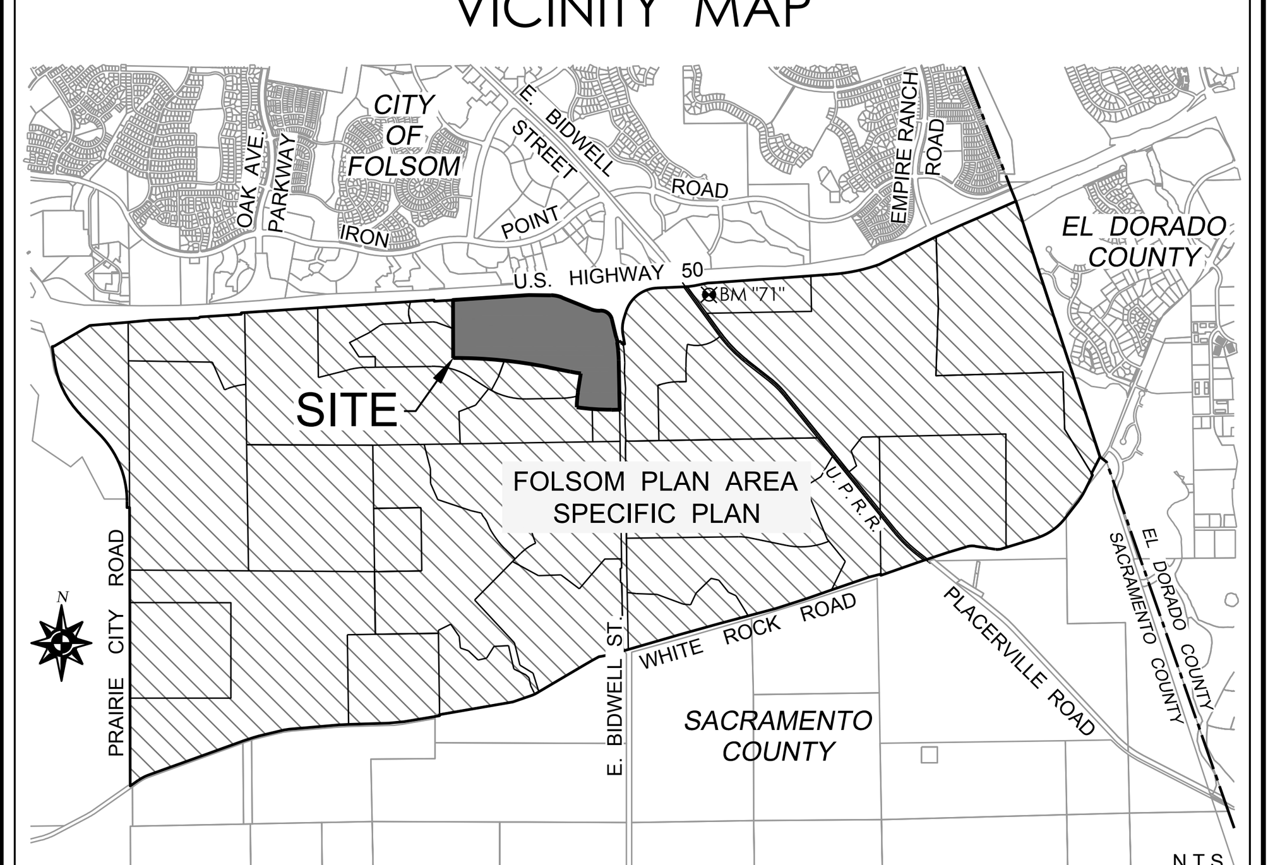
NAVD88 BENCHMARK-CITY OF FOLSOM

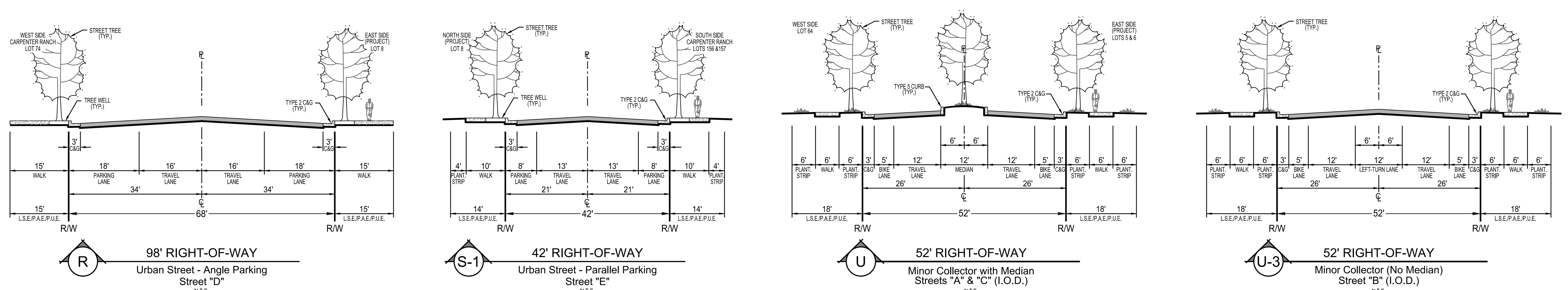
BENCHMARK "71" ELEVATION = 444.84 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM "71" ON THE SOUTHWEST CORNER OF THE CONCRETE FOOTING FOR A 69KV POWER POLE #UD126803. LOCATION OF SITE IS APPROXIMATELY 100 FEET SOUTH OF HIGHWAY 50 AND 38' EAST OF THE RAILROAD TRACKS ALONG OLD PLACERVILLE ROAD, APPROXIMATE LATITUDE: N38D 38' 34.68" LONGITUDE: W121D 06' 33.76". THE ELEVATION OF 444.84 WAS DETERMINED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U01B-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.



VICINITY MAP





TENTATIVE MAP INFORMATION

OWNER/DEVELOPER:	EAGLE COMMERCIAL PARTNERS, LLC 555 California Street #3450 San Francisco, CA 94104 (916) 484-7900
ENGINEER:	MacKAY & SOMPS CIVIL ENGINEERS, INC. 1025 Creekside Ridge Drive, Suite 150 Roseville, CA 95678-3575 (916) 773-1189
ASSESSORS PARCEL NO:	072-3190-030
SITE ACREAGE:	123.63 ± Ac Gross
EXISTING LAND USE ZONE:	A portion of the Folsom Plan Area Specific Plan
NUMBER OF LOTS:	4 lots + 1 Unmapped Remainder
SERVICE PROVIDERS	
SCHOOL DISTRICTS:	Folsom Cordova Unified School District
PARKS & RECREATION:	City of Folsom
POLICE PROTECTION:	City of Folsom
FIRE PROTECTION:	City of Folsom
SANITARY SEWER:	City of Folsom
DOMESTIC WATER:	City of Folsom
STORM DRAIN:	City of Folsom
ELECTRICITY:	SMUD
TELEPHONE:	AT&T
GAS:	P.G.&E.
CABLE:	COMCAST

TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: PARCEL 1 OF THAT CERTAIN PARCEL MAP FILED FOR RECORD ON DECEMBER 31, 2015 IN BOOK 224 OF PARCEL MAPS, AT PAGE 14, SACRAMENTO COUNTY RECORDS.

1. Lot dimensions and acreages are approximate and subject to change.
2. Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
3. The Final Mapping and subsequent development of lots may be phased.
4. Lot numbering is for identification purposes only and does not indicate order of development.
5. Additional easements to accommodate new public utility improvements, access required for lot development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on this Tentative Parcel Map.
6. Medians and striping shown within the Alder Creek Parkway, East Bidwell Street and ROW's are conceptual and subject to traffic analysis and study.
7. This Application is for a Development Permit.
8. This Application includes a PD Permit to modify Development Standards for proposed Lots 1-4.

PARCEL SUMMARY

PARCEL NO.	GENERAL PLAN DESIGNATION	SPECIFIC PLAN DESIGNATION	LAND USE	GROSS ACRES	NET ACRES
1	RC	SP-RC-PD	Regional Commercial	37.33	36.00
2	RC	SP-RC-PD	Regional Commercial	12.08	9.72
3	RC	SP-RC-PD	Regional Commercial	11.65	9.87
4	GC	SP-GC-PD	General Commercial	15.10	12.33
Remainder	RC	SP-RC-PD	Regional Commercial	47.47	44.14
IOD	RC	SP-RC-PD	Regional Commercial	-	3.67
IOD	GC	SP-GC-PD	General Commercial	-	0.95
R/W	RC	SP-RC-PD	Regional Commercial	-	5.12
R/W	GC	SP-GC-PD	General Commercial	-	1.83
TOTAL				123.63	123.63

ABBREVIATION KEY

I.O.D.	Irrevocable Offer of Dedication
L.S.E.	Landscape Easement
P.A.E.	Pedestrian Access Easment
P.U.E.	Public Utility Easement
R/W	Right-of-Way

0 100 200 400

SCALE: 1"=200'

VESTING TENTATIVE PARCEL MAP

PARCELS 61 & 77

a portion of the Folsom Plan Area Specific Plan

Folsom, CA

MacKAY & SOMPS ENGINEERS PLANNERS SURVEYORS

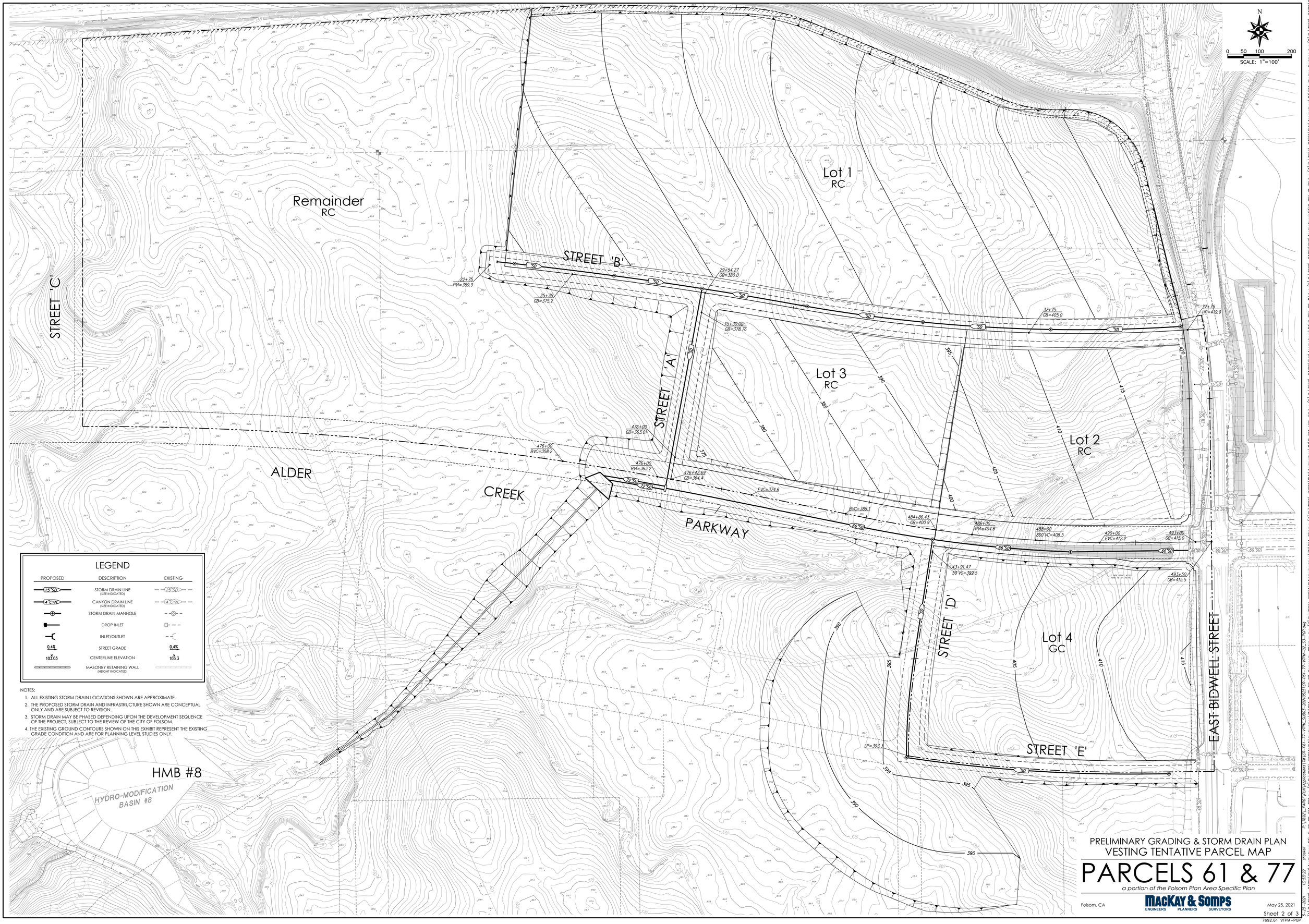
May 25, 2021

Sheet 1 of 3

7692.61 VTPM

Attachment 7

Preliminary Grading and Drainage Plan dated May 25, 2021



PRELIMINARY GRADING & STORM DRAIN PLAN
VESTING TENTATIVE PARCEL MAP

PARCELS 61 & 77

a portion of the Folsom Plan Area Specific Plan

Folsom, CA

MacKAY & SOMPS ENGINEERS PLANNERS SURVEYORS

May 25, 2021

Sheet 2 of 3

7692.61 VTPM-PGP

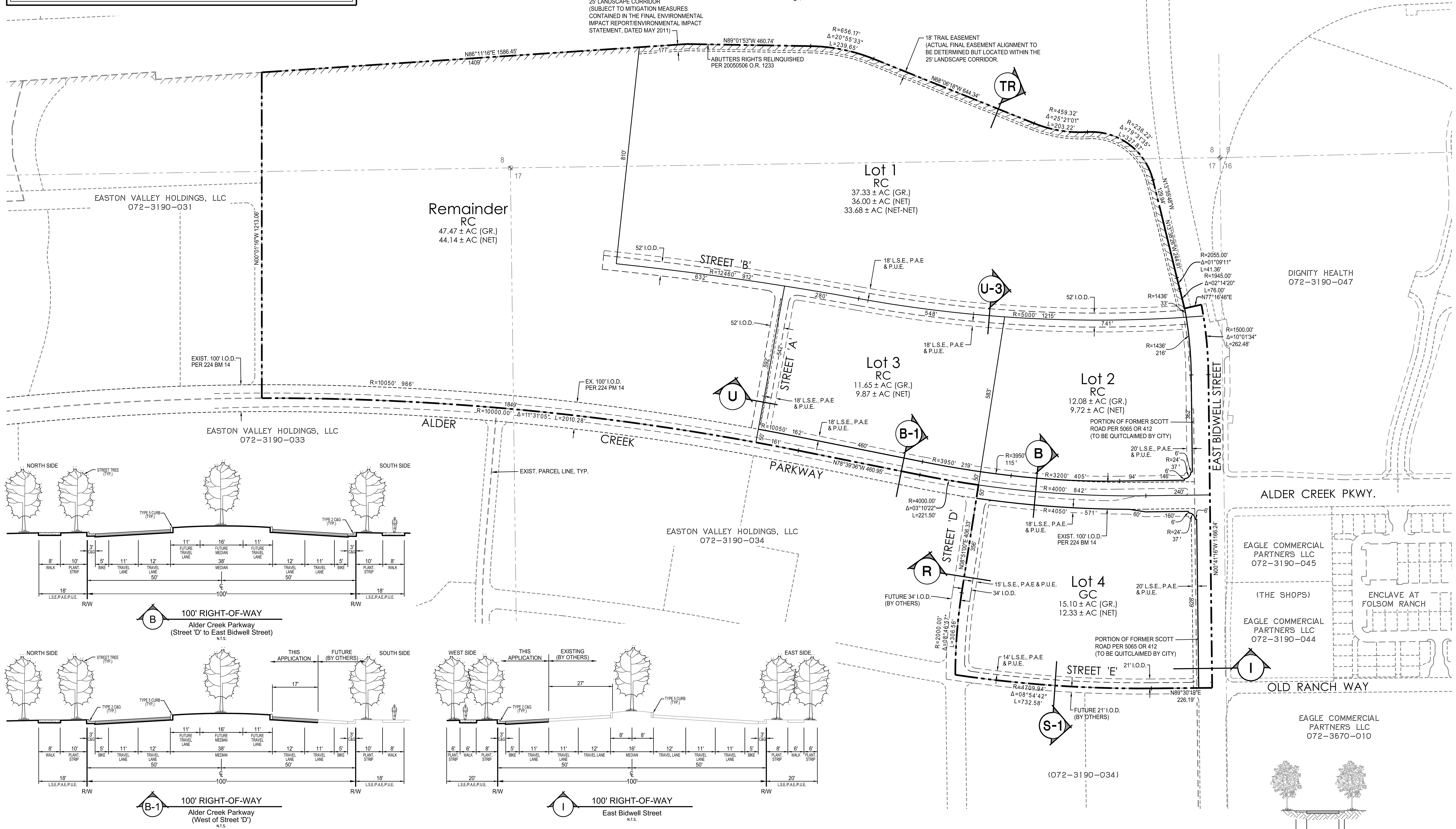
Attachment 8

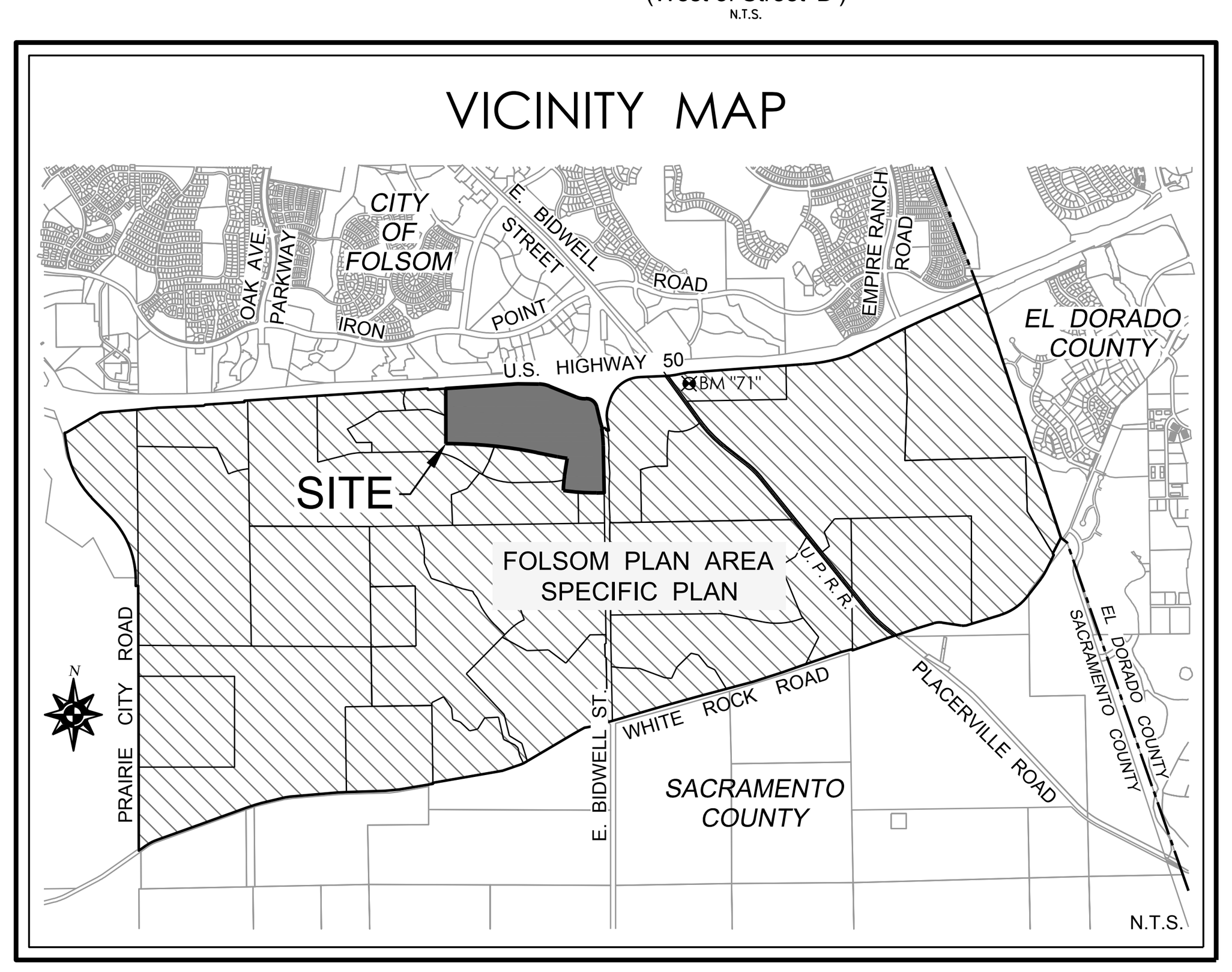
Preliminary Grading and Drainage Plan Dated, May 25, 2021

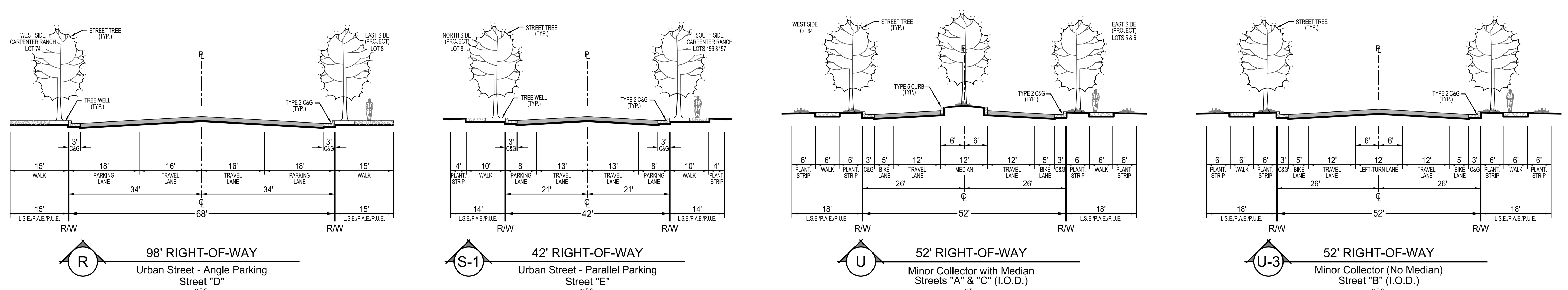
NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "71" ELEVATION = 444.84 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM "71" ON THE SOUTHWEST CORNER OF THE CONCRETE FOOTING FOR A 69KV POWER POLE #UD126803. LOCATION OF SITE IS APPROXIMATELY 100 FEET SOUTH OF HIGHWAY 50 AND 38' EAST OF THE RAILROAD TRACKS ALONG OLD PLACERVILLE ROAD. APPROXIMATE LATITUDE: N38D 38' 34.68" LONGITUDE: W121D 06' 33.76". THE ELEVATION OF 444.84 WAS DETERMINED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U01B-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.







TENTATIVE MAP INFORMATION

OWNER/DEVELOPER:	EAGLE COMMERCIAL PARTNERS, LLC 555 California Street #3450 San Francisco, CA 94104 (916) 484-7900
ENGINEER:	MacKAY & SOMPS CIVIL ENGINEERS, INC. 1025 Creekside Ridge Drive, Suite 150 Roseville, CA 95678-3575 (916) 773-1189
ASSESSORS PARCEL NO:	072-3190-030
SITE ACREAGE:	123.63 ± Ac Gross
EXISTING LAND USE ZONE:	A portion of the Folsom Plan Area Specific Plan
NUMBER OF LOTS:	4 lots + 1 Unmapped Remainder
SERVICE PROVIDERS	
SCHOOL DISTRICTS:	Folsom Cordova Unified School District
PARKS & RECREATION:	City of Folsom
POLICE PROTECTION:	City of Folsom
FIRE PROTECTION:	City of Folsom
SANITARY SEWER:	City of Folsom
DOMESTIC WATER:	City of Folsom
STORM DRAIN:	City of Folsom
ELECTRICITY:	SMUD
TELEPHONE:	AT&T
GAS:	P.G.&E.
CABLE:	COMCAST

TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: PARCEL 1 OF THAT CERTAIN PARCEL MAP FILED FOR RECORD ON DECEMBER 31, 2015 IN BOOK 224 OF PARCEL MAPS, AT PAGE 14, SACRAMENTO COUNTY RECORDS.

1. Lot dimensions and acreages are approximate and subject to change.
2. Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown hereon is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
3. The Final Mapping and subsequent development of lots may be phased.
4. Lot numbering is for identification purposes only and does not indicate order of development.
5. Additional easements to accommodate new public utility improvements, access required for lot development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on this Tentative Parcel Map.
6. Medians and striping shown within the Alder Creek Parkway, East Bidwell Street and ROW's are conceptual and subject to traffic analysis and study.
7. This Application is for a Development Permit.
8. This Application includes a PD Permit to modify Development Standards for proposed Lots 1-4.

PARCEL SUMMARY

PARCEL NO.	GENERAL PLAN DESIGNATION	SPECIFIC PLAN DESIGNATION	LAND USE	GROSS ACRES	NET ACRES
1	RC	SP-RC-PD	Regional Commercial	37.33	36.00
2	RC	SP-RC-PD	Regional Commercial	12.08	9.72
3	RC	SP-RC-PD	Regional Commercial	11.65	9.87
4	GC	SP-GC-PD	General Commercial	15.10	12.33
Remainder	RC	SP-RC-PD	Regional Commercial	47.47	44.14
IOD	RC	SP-RC-PD	Regional Commercial	-	3.67
IOD	GC	SP-GC-PD	General Commercial	-	0.95
R/W	RC	SP-RC-PD	Regional Commercial	-	5.12
R/W	GC	SP-GC-PD	General Commercial	-	1.83
TOTAL				**123.63**	**123.63**

ABBREVIATION KEY

I.O.D.	Irrevocable Offer of Dedication
L.S.E.	Landscape Easement
P.A.E.	Pedestrian Access Easment
P.U.E.	Public Utility Easement
R/W	Right-of-Way

N

SCALE: 1"=200'

VESTING TENTATIVE PARCEL MAP

PARCELS 61 & 77

a portion of the Folsom Plan Area Specific Plan

Folsom, CA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

May 25, 2021

Sheet 1 of 3

7692.61 VTPM

Attachment 9

CEQA Addendum and Analysis
Dated May 28, 2021

CITY OF FOLSOM

Addendum to the Folsom Area Specific Plan Final Environmental Impact Report for Tentative Map for Parcels 61 & 77 and Planned Development Permit for Parcel 61

State Clearinghouse No. 2008092051
May 28, 2021

---

1. Application No: PN 21-043
2. Project Title: Tentative Map for Parcels 61 & 77 / Planned Development Permit for Parcel 61
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

   Kathy Pease, AICP, Contract Planner
   (916) 812-0749
5. Project Location:
   APN: 072-3190-030 (Parcels 61 & 77 in Folsom Area Specific Plan)
   121.57 acres located south of U.S. Highway 50 and west of East Bidwell Street
6. Project Applicant's/Sponsor's Name and Address:
   Eagle Commercial Partners, LLC
   c/o Tim Kihm, TK Consulting
   2082 Michelson Drive, 4th Floor
   Irvine, CA 92612
   (949) 399-2500
7. General Plan Designation: Regional Commercial (RC) (Parcel 61) & General Commercial (GC) (Parcel 71)
8. Zoning: SP-RC-PD (Parcel 61) & SP-GC-PD (Parcel 77)
9. Other public agencies that may rely on this document for future approvals:
   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

TABLE OF CONTENTS

TABLE OF ACRONYMS AND ABBREVIATIONS

Addendum	Addendum to the EIR
APN	Accessor's Parcel Number
CEQA	California Environmental Quality Act
CEQA Guidelines	California Code of Regulations, Title 14, Division 6, Chapter 3
City	City of Folsom
DEIR	Draft EIR
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FEIR	Final EIR
FPASP	Folsom Plan Area Specific Plan
GC	General Commercial
MM	Mitigation Measure
PRC	Public Resources Code
RC	Regional Commercial
PD	Planned Development
SP	Specific Plan
Tentative Map	Vesting Tentative Parcel Map

I. INTRODUCTION AND BACKGROUND

Parcels 61 and 77 are located within the Folsom Plan Area and their development is governed by the Folsom Plan Area Specific Plan (FPASP). The Applicant requests approval from the City of Folsom (City) for a Vesting Tentative Parcel Map for Parcels 61 and 77 (Tentative Map) and also for a required Planned Development Permit for Parcel 61 (collectively referred to herein as "the Project"). See Section II for more detail. As discussed in Section III, the Project is largely consistent with the FPASP with the exception of a deviation from the Plan's minimum lot-size Development Standards. Therefore, as the lead agency under the California Environmental Quality Act (CEQA), the City determined that an addendum to the Environmental Impact Report (EIR) for the FPASP was appropriate.

An addendum is the proper form of subsequent review document following a previously certified EIR when the conditions for a subsequent or supplemental EIR are not present (CEQA Guidelines § 15164).[1] A subsequent or supplemental EIR is only required when substantial changes to a project require major revisions of a previous EIR due to new or increased substantial environmental impacts, or where new information of substantial importance has been uncovered that indicates the project would create new impacts or increase the severity of existing impacts (CEQA Guidelines §§ 15162(a), 15164(a)). This Addendum to the FPASP EIR (Addendum) has been prepared pursuant to CEQA Guidelines section 15164 and Public Resources Code (PRC) sections 21083 and 21166.[2] The Addendum uses an environmental checklist to evaluate each environmental topic area within Appendix G of the CEQA Guidelines to determine if the Project would result in any new or substantially more severe significant impacts than those identified in the certified Final EIR (see Section IV). This Addendum applies to the current action only; future development proposals for Parcels 61 and 77 will be subject to their own consistency determinations and potential subsequent CEQA review if the future development is found to be outside the scope of what was analyzed in the FPASP EIR.

Several previous environmental documents have been prepared in relation to the FPASP. Those relevant to this Project are listed below and incorporated herein by reference. All are available for review at City offices and some are available online, as indicated below:

- Draft EIR/Environmental Impact Statement for the FPASP, June 2010 (DEIR), available online at https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents/-folder-178;
- Final FPASP EIR/EIS, May 2011 (FEIR), available online at https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents/-folder-174;
- FPASP CEQA Findings of Fact and Statement of Overriding Considerations, May 2011,

[1] When project changes "[do] not raise any new effects which the EIR had not already reviewed and analyzed" then preparation of a subsequent EIR is not warranted (*River Valley Preservation Project v. Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154, 177; see also *Santa Teresa Citizen Action Group v. City of San Jose* (2003) 114 Cal.App.4th 689, 704).

[2] See *Save Our Heritage Organisation v. City of San Diego* (2018) 28 Cal.App.5th 656, 668.

available online at
https://www.folsom.ca.us/home/showpublisheddocument/1628/637477093743170000;
- FPASP Mitigation Monitoring and Reporting Program, May 2011, available online at https://www.folsom.ca.us/home/showpublisheddocument/1632/637477093777200000;
- Addendum to the FPASP EIR for the Revised Proposed Off-site Water Facility Alternative, November 2012 (Water Addendum); and
- Westland-Eagle Specific Plan Amendment Addendum, September 2015.

The City adopted the FPASP on June 28, 2011 (Resolution No. 8863). The City and the U.S. Army Corps of Engineers prepared a joint EIR/EIS for the Plan (SCH #2008092051), referred to herein as the EIR.[3] The DEIR was released on June 28, 2010, and the City certified the 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, and a second for the "Water" component (see FPASP DEIR, pp. 1-1 to 1-2.) The analysis in this Addendum largely focuses on and cites to the "Land" sections of the EIR. On December 7, 2012, the City certified an Addendum to the FPASP EIR for purposes of analyzing an alternative water supply for the project. In the Water Addendum, the City concluded that, with implementation of certain mitigation measures (MMs) from the FPASP EIR's "Water" sections, the water supply and infrastructure changes would not result in any new or substantially more severe significant impacts that would require a subsequent or supplemental EIR. The analysis in portions of the FPASP EIR's "Water" sections that have not been superseded by the Water Addendum are still applicable. Some of these environmental documents include MMs imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to this Project. On September 22, 2015, the City Council approved an Addendum to the FPASP EIR, a General Plan Amendment, a Specific Plan Amendment, and Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement for the Westland-Eagle project. The Westland-Eagle project included a significant reduction in the amount of retail commercial land area and an increase in the number of allowed residential dwelling units within the Folsom Plan Area. The net result of these land use modifications was a decrease of 1,445,710 square feet of commercial building area and an increase of 922 residential units within the Plan Area. In addition, the Westland-Eagle project contained modifications to the FPASP including elimination of the Entertainment Overlay Zone, relocation of more intense land uses toward Alder Creek Parkway, strengthening focus of the town center, relocation of Alder Creek Parkway, and realignment of Old Placerville Road. The proposed Project is located within the previously approved Westland-Eagle project area.

Applicable MMs are referenced throughout this Addendum and are incorporated by reference in the environmental analysis. The Applicant will be required, as part of the conditions of approval for the Project, to comply with each of those MMs.

[3] Note that, unlike the FSASP, federal review and/or approval is not required for the Project; and therefore, no federal environmental document is required.

II. PROJECT DESCRIPTION

The Project site, located south of U.S. Highway 50 and west of East Bidwell Street in the City of Folsom, consists generally of Parcels 61 and 77 of the FPASP plan area and includes 121.57 acres (APN # 072-3190-030). The FPASP is a 3,513.4-acre comprehensively planned community. Currently, the 123.63 acre Project site is undeveloped. The General Plan land use designations for Parcel 61 and 71 are Regional Commercial (RC) and General Commercial (GC), respectively. FPASP zoning for Parcel 61 is SP-RC-PD and for Parcel 77 is SP-GC-PD. The Project Narrative, included as **Attachment A**, contains maps depicting the Project location and surrounding land uses.

The requested and required discretionary land use approvals and entitlements for the Project include: (1) a Vesting Tentative Parcel Map; (2) a Planned Development Permit for deviation from FPASP Development Standards; and (3) the proposed Folsom Ranch Commercial Design Guidelines. The Project also will require a grading permit.

The proposed Tentative Map will partition Parcel 61 into three lots, with a remainder area, and maintain Parcel 77 as one lot, as well as dedicate a portion of each lot to roadways and/or to the City for utilities and other uses. The lot sizes proposed for Parcel 61 deviate from the Development Standards prescribed in Table Appendix A (Table A.12) of the FPASP, which require a minimum lot size of 60-acres for land designated as Regional Commercial. As a result, the City is requiring a Planned Development Permit. Below is a summary table of Tentative Map lots sizes and other uses. For more detail, including the proposed Tentative Map, refer to page 6 of Attachment A.

Lot No.	Other Uses	Gross Acres	Net Acres
Parcel 61			
1		37.33	36.00
2		12.08	9.72
3		11.65	9.87
Remainder		47.47	44.14
	Roadway	–	5.12
	City Uses	–	3.67
Parcel 77			
8		15.10	12.33
	Roadway	–	1.83
	City Uses	–	0.95
	TOTAL	**121.67**	**123.63**

Other components of the Project include grading both on and off Parcel 61 and 77 and construction of internal roadways and associated utilities/infrastructure to prepare the lots for future sale and development (see Attachment A, pp. 6–8). A preliminary grading and storm drain plan is included as **Attachment B** (see also Attachment A, p. 7). Internal roadways to be constructed include currently labeled streets A, B, C, D, and E (to be renamed at a later date) (see Attachment A, p. 7). Associated utilities/infrastructure includes storm drains, sanitary sewers, potable and non-potable water, and dry utilities (e.g., electrical and cable lines) installed within internal roadways (see Attachment A, pp.

7–8). that "offsite improvements associated with this project have already been reviewed and received clearances under CEQA." The backbone infrastructure work associated with the Project has already been reviewed under CEQA.

III CONSISTENCY DETERMINATION

A. Tentative Map

As discussed in Section II, the Tentative Map lot sizes for Parcel 61, which vary from just over 9 acres to 36 acres, are inconsistent with FPASP's Development Standards for minimum lot sizes of 60-acres for land designated as Regional Commercial (FSASP, Appendix A [Table A.12, p. A-14]). Because of this, the City is requiring a Planned Development Permit and additional environmental review to determine if this inconsistency results in any new or substantially more severe significant impacts. Although, to note, the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Nonetheless, this component of the Project is therefore analyzed throughout the environmental checklist in Section IV.

B. Grading

Grading is included in the FSASP (see Appendix A, Section A.4, Grading Standards) and, accordingly, is included as part of the EIR's project description and analyzed throughout the DEIR (see DEIR, pp. 2-10, 2-20 to -21, 2-24). Grading standards included in the FSASP delineate types and methods of grading and include a conceptual grading plan for the entire Plan area, inclusive of Parcels 61 and 77 (FSASP, Appendix A [pp. A-23 to -25]). That same conceptual plan is included in Appendix F6 of the EIR. The FSASP also assumes that a site-specific grading plan must be prepared by the applicant and approved by the City for any development or action. (FSASP, p. 1-18.) A preliminary grading plan for the Project is included here as Attachment B and generally corresponds with the conceptual grading plan, either matching or coming within fifteen feet of its proposed grades. Although this component of the Project is consistent with the FSASP and has been previously analyzed in the DEIR, as a conservative measure it is analyzed throughout the environmental checklist in Section IV in a site-specific manner, where appropriate.

C. Internal Roadways/Associated Infrastructure

Internal roadways are included in Section 7, Circulation, of the FSASP where construction of local and neighborhood roadways is conceptualized and discussed along with the construction of Alder Creek Parkway (see FSASP, pp. 7-11, 7-13 to -16, 7-30 to -35). Accordingly, these roadways are also included as part of the EIR's project description and analyzed throughout the DEIR (see DEIR, pp. 2-33 to -35). The associated utilities and infrastructure are included in Section 12, Utilities, of the FSASP. The FSASP maps out the general locations of potable and non-potable water infrastructure (Figures 12.1 and 12.2), wastewater infrastructure (Figure 12.3), and stormwater infrastructure (Figure 12.4), and also discusses in detail the location and expanse of dry utilities (FSASP, pp. 12-5 to -19, 12-13, 12-15 to -16). As stated, "[t]he exact sizing and location of proposed utilities will be determined during the tentative and final mapping process, but should closely follow [the designs in the FSASP]" (FSASP, p. 12-1). The

Project follows the FSASP design and also includes interior parcel utility infrastructure specific to this Tentative Map that was not, and could not have been, included in the FSASP (see Attachment A, p. 9). Accordingly, utilities and infrastructure associated with internal roadways are also included as part of the EIR's project description and analyzed throughout the DEIR (see DEIR, 2-25 to -33). Although these components of the Project are consistent with the FSASP and have been previously analyzed in the DEIR, as a conservative measure they are analyzed throughout the environmental checklist in Section IV in a site-specific manner, where appropriate.

IV. ENVIRONMENTAL ANALYSIS

A. Description of Environmental Checklist

The checklist includes the full range of environmental issues presented in the most recent version of Appendix G of the CEQA Guidelines. After certification of the FEIR, CEQA Guidelines underwent a comprehensive update, effective December 28, 2018.[4] Although not required, [5] the checklist categories in this Addendum follow the updated Appendix G of the CEQA Guidelines in a good-faith effort to provide the most updated information to decision makers.[6] Pursuant to CEQA Guidelines section 15162, this checklist evaluates environmental topics 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 that that reached in the EIR. If the situations described in Guidelines section 15162 are not present, then no subsequent EIR or initial study/negative declaration is required and an addendum is the appropriate CEQA document.

The column headings in the checklist have been modified from the Appendix G version to assess whether the conditions described in CEQA Guidelines section 15162 are present. The checklist offers the following: 1) identifies the earlier analyses and where they are available in prior document(s) for review; 2) discusses whether proposed deviations from the previously analyzed program would involve new or substantially more severe significant impacts; 3) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; 4) discusses any substantially important new information requiring new analysis; and 5) describes the MMs that were incorporated from the prior document(s) and the extent to which they address any site-specific conditions for the Project (CEQA Guidelines § 15162(a).) Each column is described in more detail below. The issue-area checklists are followed by a discussion that explains the results and provides site-specific analysis as warranted.

---

[4] See Senate Bill 743 (2018).

[5] See *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 17 Cal.App.5th 413, 426 ["once an EIR is finally approved, a court generally cannot…compel an agency to perform further environmental review if new regulations or guidelines for evaluating the project's impacts are adopted in the future"]; *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 808 [CEQA Guidelines enacted after an EIR is certified are not "new information within the meaning of [PRC] section 21166, subdivision (c)" and therefore do not trigger preparation of a subsequent EIR nor require consideration in an addendum]).

[6] See PRC §§ 21002.1(e), 210065; CEQA Guidelines §§ 15002(a)(1), 15003(c).

1. Where Was Impact Analyzed in Prior Environmental Documents?

This column provides a cross-reference to the pages of the environmental documents, primarily the DEIR, where information and analysis may be found relative to the environmental issue at hand.

2. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Pursuant to CEQA Guidelines section 15162(a)(1), this column indicates whether the changes represented by the Project will result in new significant impacts not disclosed in the prior environmental documents or that the Project will result in substantial increases in the severity of a previously identified significant impact. A "yes" answer is only required if such new or worsened significant impact will require "major revisions of the previous EIR or negative declaration." If a "yes" answer is given, additional MMs or alternatives may be needed. Conversely, a "no" answer does not mean that there are no potential impacts relative to the environmental issue, but only that there is no change in the condition or status of the impact since it was analyzed and addressed with MMs in the prior approved environmental documents.

3. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

Pursuant to CEQA Guidelines section 15162(a)(2), this column indicates whether changed circumstances affecting the project will result in new significant impacts not disclosed in the prior environmental documents 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 MMs or alternatives may be needed. Conversely, a "no" answer does not mean that there are no potential impacts relative to the environmental issue, but only that there is no change in the condition or status of the impact since it was analyzed and addressed with MMs in the prior approved environmental documents.

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

Pursuant to CEQA Guidelines section 15162(a)(3), this column indicates whether new information "of substantial importance" is available requiring an update to the analysis of the prior environmental documents 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 MM 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 MM 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 an MM. 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 MMs should be considered. If the new information shows that previously rejected MMs or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of MMs 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 MMs or alternatives should also be considered.

5. What Prior Environmental Document's Mitigation Measures Address Impacts?

Pursuant to PRC section 21083.3, this column indicates whether the prior environmental document(s) and/or the findings adopted by the lead agency provides MMs to address effects in the related impact category. In some cases, the MMs have already been implemented. A "yes" response will be provided in either instance. If "n/a" is indicated, this environmental review concludes that the impact does not occur with this Project and therefore no mitigation is needed.

B. Checklist and Discussion

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
1. AESTHETICS. Would the Project:	DEIR, pp. 3A.1-1 to -34				
a. Have a substantial adverse effect on a scenic vista?	DEIR, pp. 3A.1-24 to -25	No	No	No	EIR MM 3A.1-1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	DEIR, pp. 3A.1-26 to -27	No	No	No	No feasible MM
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	DEIR, pp. 3A.1-27 to -30	No	No	No	EIR MMs 3A.1-1, 3A.7-4, 3A.1-4
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	DEIR, pp. 3A.1-31 to -33	No	No	No	EIR MM 3A.1-5

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following aesthetic impacts to less-than-significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-6 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5) (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP would have the same or less impacts to aesthetic resources when compared to the FPASP as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b (Water Addendum, p. 3-5).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to aesthetic resources. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. The Project does not propose any on- or offsite building development that could create a new significant or substantially more severe impact to aesthetic resources. The internal roadways and associated infrastructure being constructed as part of this Project were contemplated and analyzed in EIR as were grading activities and the physical alternations as a result of grading (DEIR, pp. 2-34, 3A.1-24 to -25, -27 to -30; FSASP, pp. 7-11, 7-13 to -16, 7-30 to -35). Those activities proposed here are within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III).

Potential impacts to air quality as a result of future construction and full-buildout of the FSASP are considered in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
Mitigation Measures: • EIR MM 3A.1-1 • EIR MM 3A.1-4 • EIR MM 3A.1-5 • EIR MM 3A.7-4 • EIR MM 3B.1-2a • EIR MM 3B.1-2b • EIR MM 3B.1-3a • EIR MM 3B.1-3b **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to aesthetic resources (CEQA Guidelines § 15162(a)).					
2. AGRICULTURE AND FOREST RESOURCES. Would the project:	DEIR, pp. 3A.10-1 to -49				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	DEIR, p. 3A.10-29	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	DEIR, pp. 3A.10-41 to -43	No	No	No	No feasible MM
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	DEIR, pp. 3A.10-16 to -19	No	No	No	n/a
d. Result in the loss of forest land or conversion of forest land to non-forest use?	DEIR, pp. 3A.10-16 to -19	No	No	No	n/a
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	DEIR, p. 3A.10-29	No	No	No	None required
Discussion: The EIR established that there are no forest resources on or near the Project site and concluded that there were no feasible MMs that would reduce the two agriculture impacts to less-than-significant levels: Impacts 3A.10-3 (Cancellation of Existing On-Site Williamson Act Contracts) and 3.10-4 (Potential Conflict with Existing Off-Site Williamson Act Contracts) remain significant and unavoidable (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-41 to -43). Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.10-5 (Water Addendum, p. 3-12). The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to agricultural resources. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout					

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to agricultural resources that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to agricultural and forest resources in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/ associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). **Mitigation Measure:** • EIR MM 3B.10-5 **Conclusion:** The Project would not have any new significant or substantially more severe impacts to agriculture and forest resources (CEQA Guidelines § 15162(a)).					
3. AIR QUALITY. Would the project:	DEIR, pp. 3A.2-1 to -63				
a. Conflict with or obstruct implementation of the applicable air quality plan?	DEIR, pp. 3A.2-23 to -59	No	No	No	EIR MMs 3A.2-1a,3A.2-1b, 3A.2-1c,3A.2-1d,3A.2-1e, 3A.2-1, 3A.2-1, 3A.2-1h, 3A.2-2, 3A.2-4a, 3A.2-4b, 3A.2-5
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Same as (a) above	No	No	No	Same as (a) above
c. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	Same as (a) above
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	DEIR, pp. 3A.2-59 to -63	No	No	No	EIR MM 3A.2-6
Discussion: The FPASP EIR concluded that implementation of the MMs in the EIR would reduce all except the following air quality impacts to less-than-significant levels: temporary short-term construction-related emissions of criteria air pollutants and precursors (Impact 3A.2-1, for PM_{10} concentrations); long-term operation-related, regional emissions of criteria air pollutants and precursors (Impact 3A.2-2); exposure to TACs (Impact 3A.2-4); and exposure to odorous emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorous emissions from operation of the proposed corporation yard (Impact 3A.2-6) (FEIR, pp. 1-22 to 1-34; DEIR, p. 3A.2-63). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.2-1a, MM 3B.2-1b, MM 3B.2-1c, MM 3B.2-3a, MM 3B.2-3b. (Water Addendum, pp. 3-5 to 3-6.) The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to air quality. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to air quality that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to air quality as it relates to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III).					

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
Mitigation Measures: • EIR MM 3A.2-1a • EIR MM 3A.2-1b • EIR MM 3A.2-1c • EIR MM 3A.2-1d • EIR MM 3A.2-1e • EIR MM 3A.2-1f • EIR MM 3A.2-1g • EIR MM 3A.2-1h • EIR MM 3A.2-2 • EIR MM 3A.2-4a • EIR MM 3A.2-4b • EIR MM 3A.2-5 • EIR MM 3A.2-6 • EIR MM 3B.2-1a • EIR MM 3B.2-1b • EIR MM 3B.2-1c • EIR MM 3B.2-3a • EIR MM 3B.2-3b • • **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to air quality (CEQA Guidelines § 15162(a)).					
4. BIOLOGICAL RESOURCES. Would the project:	DEIR, pp. 3A.3-1 to -94				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	DEIR, pp. 3A.3-50 to -72	No	No	No	EIR MMs 3A.3-1a, 3A.3-1b, 3A.3-2a, 3A.3-2b. 3A.3-2c, 3A.3-2d, 3A.3-2g, 3A.3-2h, 3A.3-3
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	DEIR, pp. 3A.3-72 to -75	No	No	No	EIR MMs 3A.3-1a,3A.3-1b, 3A.3-4a, 3A.3-4b
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	DEIR, pp. 3A.3-28 to -50	No	No	No	EIR MM 3A.3-1a,3A.3-1b
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife Species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	DEIR, pp. 3A.3-88 to -93	No	No	No	None required
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	DEIR, pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	EIR MM 3A.3-5
f. Conflict with the provisions of an	DEIR, pp. 3A.3-93 to -94	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	MND, p. 93				

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following biological resources impacts to less-than-significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact 3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.3-1a, MM 3B.3-1b, MM 3B.3-1c, MM 3A.3-1a, and MM 3B.3-2 (Water Addendum, p. 3-7).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to biological resources. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to biological resources that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to biological resources in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III).

Note that the South Sacramento HCP, which is referenced in the EIR, was adopted in October 2018. But the South Sacramento HCP is not relevant to the Project because the City did not choose to participate in the HCP and the project site is outside of the boundaries of the proposed HCP plan area (See South Sacramento HCP, available at https://www.southsachcp.com/sshcp-chapters---final.html (last visited April 19, 2021)).

Mitigation Measures:

- EIR MM 3A.3-1a
- EIR MM 3A.3-1b
- EIR MM 3A.3-2a
- EIR MM 3A.3-2b
- EIR MM 3A.3-2c
- EIR MM 3A.3-2d
- EIR MM 3A.3-2e
- EIR MM 3A.3-2f
- EIR MM 3A.3-2g
- EIR MM 3A.3-2h
- EIR MM 3A.3-3
- EIR MM 3A.3-4a
- EIR MM 3A.3-4b
- EIR MM 3A.3-5
- EIR MM 3B.3-1a
- EIR MM 3B.3-1b
- EIR MM 3B.3-1c
- EIR MM 3A.3-1a
- EIR MM 3B.3-2
- EIR MM 4.4-1
- EIR MM 4.4-2
- EIR MM 4.4-3
- EIR MM 4.4-4
- EIR MM 4.4-5
- EIR MM 4.4-6
- EIR MM 4.4-7

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to biological resources (CEQA Guidelines § 15162(a)).

5. CULTURAL RESOURCES. Would the project:	DEIR, pp. 3A.5-1 to -25				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	DEIR, pp. 3A.5-17 to -23	No	No	No	EIR MMs 3A.5-1a, 3A.5-1b, 3A.5-2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Same as (a) above	No	No	No	Same as (a) above
c. Disturb any human remains, including those interred outside the formal cemeteries?	DEIR, pp. 3A.5-23 to -24	No	No	No	EIR MM 3A.5-3

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following cultural resources impacts to less-than-significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3) (FEIR, pp. 1-81 to 1- 86; DEIR,

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
p. 3A.5-2). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3 (Water Addendum, pp. 3-8 to 3-9). The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to cultural resources. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to cultural resources that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to cultural resources in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). **Mitigation Measures:** • EIR MM 3A.5-1a • EIR MM 3A.5-1b • EIR MM 3A.5-2 • EIR MM 3A.5-3 • **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to cultural resources (CEQA Guidelines § 15162(a)).					
6. ENERGY. Would the project:	DEIR, pp. 3A.1-25, -31, 3A.2-43 to -44, 3A.4-4 to -9, -14, -16 to -19, -23 to -29, 3A.16-5 to -7, -33 to -34, -37				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	EIR, pp. 3A.1-31, 3A.2-43 to -44, 3A.4-4 to -9, -14, -16 to -19, -23 to -29, 3A.16-33 to -34, -37	No	No	No	EIR MMs 3A.1-1, 3A.1-5, 3A.2-2, 3A.4-1, 3A.4-2a
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	EIR, pp. 3A.4-4 to -9, -14, -16 to -19, -23 to -29	No	No	No	EIR MMs 3A.1-1, 3A.1-5, 3A.2-2, 3A.4-1, 3A.4-2a
Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Energy as a category of analysis. At the time the EIR was prepared and certified, energy was included in Appendix F of the CEQA Guidelines and increased energy demand was addressed under Greenhouse Gas Emissions and Utilities and Service Systems in the EIR. This analysis has been compiled from those sections and presented here to accommodate the revised checklist. The EIR concluded that implementation of the MMs in the EIR would reduce all energy resource impacts to less-than-significant levels. The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to energy resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.4-1a and MM 3B.4-1b (Water Addendum, p. 3-8). The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to energy resources. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to energy that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to energy resources in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR,					

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
and therefore do not require additional discussion (see Section III). **Mitigation Measures:** • EIR MM 3A.1-1 • EIR MM 3A.1-5 • EIR MM 3A.2-2 • EIR MM 3A.4-1 • EIR MM 3A.4-2a • EIR MM 3B.4-1a • EIR MM 3B.4-1b • **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts on energy resources (CEQA Guidelines § 15162(a)).					
7. GEOLOGY AND SOILS. Would the project:	DEIR, pp. 3A.7-1 to -40				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	DEIR, pp. 3A.7-24 to -28	No	No	No	EIR MMs 3A.7-1a,3A.7-1b
b. Result in substantial soil erosion or the loss of topsoil?	DEIR, pp. 3A.7-28 to -31	No	No	No	EIR MM 3A.7-3
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	DEIR, pp. 3A.7-31 to -34	No	No	No	EIR MMs 3A.7-1a, 3A.7-4, 3A.7-5
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	DEIR, pp. 3A.7-34 to -35	No	No	No	EIR MMs 3A.7-1a, 3A.7-1b
e. Have soils incapable of adequately supporting the use of septic tanks or	DEIR, pp. 3A.7-35 to -36	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
alternative waste water disposal systems where sewers are not available for the disposal of waste water?					
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	DEIR, pp. 3A.5-17 to -23	No	No	No	EIR MMs 3A.5-1a,3A.5-1b, 3A.5-2

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following geological and soils impacts to less-than-significant levels: impacts from off-site elements under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (FEIR, pp. 1-89 to 1- 95; DEIR, p. 3A.7-40). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to geological and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5 (Water Addendum, p. 3-10).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to geological and soils resources. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to geological and soils resources that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to geological and soils resources in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III).

Mitigation Measures:

- EIR MM 3A.7-1a
- EIR MM 3A.7-1b
- EIR MM 3A.7-3
- EIR MM 3A.7-4
- EIR MM 3A.7-5
- EIR MM 3B.7-1a
- EIR MM 3B.7-1b
- EIR MM 3B.7-4
- EIR MM 3B.7-5

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to geological and soil resources (CEQA Guidelines § 15162(a)).

8. GREENHOUSE GAS EMISSIONS. Would the project:	DEIR, pp. 3A.4-1 to -49				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	DEIR, pp. 3A.4-13 to -30	No	No	No	EIR MMs 3A.2-1a, 3A.2-1b, 3A.4-1, 3A.2-2, 3A.4-2a, 3A.4-2b
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	DEIR, pp. 3A.4-10 to -13	No	No	No	None required

Discussion: The EIR concluded that FPASP project's incremental contributions to greenhouse gas (GHG) emissions from project-related construction (Impact 3A.4-1) and from long-term operation (Impact 3A.4-2) are cumulatively considerable and significant and unavoidable (FEIR, pp. 1-70 to 1- 79; DEIR, pp. 3A.4-23, 3A.4-30). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.4-1a, MM 3B.4-1b (Water Addendum, p. 3-8).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
significant or substantially more severe impact to GHG emissions. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to GHG emissions that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe GHG emission impacts in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). **Mitigation Measures:** • EIR MM 3A.2-1a • EIR MM 3A.2-1b • EIR MM 3A.4-1 • EIR MM 3A.2-2 • EIR MM 3A.4-2a • EIR MM 3A.4-2b • EIR MM 3B.4-1a • EIR MM 3B.4-1b • **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts related to GHG emissions (CEQA Guidelines § 15162(a)).					
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	DEIR, pp. 3A.8-1 to -36				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	DEIR, pp. 3A.8-19 to -20	No	No	No	None required
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	DEIR, pp. 3A.8-20 to -22	No	No	No	EIR MMs 3A.8-2, 3A.9-1
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one- quarter mile of an existing or proposed school?	DEIR, pp. 3A.8-31 to -33	No	No	No	EIR MM 3A.8-6
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	DEIR, pp. 3A.8-22 to -28	No	No	No	EIR MMs 3A.8-3a, 3A.8-3b, 3A.8-3c
e. For a project located within an airport land use plan or, where Such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	DEIR, pp. 3A.8-18 to -19	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	DEIR, pp. 3A.8-18 to -19	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	DEIR, p. 3A.8-29	No	No	No	None required
h. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	DEIR, pp. 3A.8-18 to -19	No	No	No	None require

Discussion: The FPASP EIR concluded that implementation of the MMs in the EIR would reduce all hazards and hazardous materials impacts to less-than-significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7) (FEIR, pp. 1-99 to 1- 108; DEIR, pp. 3A.8-35 to -36). The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control (See pp. 3A.8-33 to -35; MM 3A.8-7). Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b (Water Addendum, pp. 3-10 to 3-11).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to hazards and hazardous materials. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated hazards and hazardous materials impacts that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe hazards and hazardous materials impacts in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). Pursuant to EIR MM 3A.8-7, a vector control and maintenance plan is being prepared by the Applicant for review by the Sacramento-Yolo Mosquito & vector Control District prior to issuance of any site-specific grading permit.

Mitigation Measures:

- EIR MM 3A.8-2
- EIR MM 3A.9-1
- EIR MM 3A.8-6
- EIR MM 3A.8-3a
- EIR MM 3A.8-3b
- EIR MM 3A.8-3c
- EIR MM 3A.8-7
- EIR MM 3B.8-1a
- EIR MM 3B.8-1b
- EIR MM 3B.16-3a
- EIR MM 3B.16-3b
- EIR MM 3B.8-5a
- MM 3B.8-5b

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts related to hazards and hazardous materials (CEQA Guidelines § 15162(a)).

10. HYDROLOGY AND WATER QUALITY. Would the Project:	DEIR, pp. 3A.9-1 to -51				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	DEIR, pp. 3A.9-24 to -28	No	No	No	EIR MM 3A.9-1
b. Substantially decrease groundwater supplies or interfere substantially with	DEIR, pp. 3A.9-45 to -50	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
groundwater recharge such that the project may impede sustainable groundwater management of the basin?					
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	DEIR, pp. 3A.9-24 to -28	No	No	No	EIR MM 3A.9-1
i. would result in substantial erosion or siltation on- or off-site;	See generally DEIR, pp. 3A.9-1 to -51	No	No	No	None required
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	DEIR, pp. 3A.9-28 to -37	No	No	No	EIR MM 3A.9-2
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	DEIR, pp. 3A.9-28-42	No	No	No	EIR MMs 3A.9-1,3A.9-2
iv. impede or redirect flood flows?	DEIR, pp. 3A.9-43 to -44	No	No	No	MM 3A.9-4
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Not relevant	No	No	No	None required
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	DEIR, pp. 3A.9-5 to -9, -24, -26, -37, -39 to -42, -45 to -46	No	No	No	EIR MMs 3A.9-1, 3A.9-3

Discussion: The FPASP EIR concluded that implementation of the MMs in the EIR would reduce all hydrology and water quality impacts to less-than-significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (Impacts 3.10-1, 3.10-2, 3.10-3, 3.10-5) (FEIR, pp. 1-113 to 1- 118; DEIR, p. 3A.9-51). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.9-1a, MM 3B.9-1b, MM 3A.3-1a, MM 3A.3-1b, MM 3B.9-3a, MM 3B.9-3b (Water Addendum, pp. 3-11 to 3-12).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to hydrology and water quality. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to hydrology and water quality that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe hydrology and water quality impacts in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). Pursuant to EIR MM 3A.9-1, prior to issuance of a grading permit for the Project, the Applicant will obtain site-specific coverage under the SWRCB's NPDES stormwater permit for general construction activity, which includes preparation of a SWPPP with BMPs (DEIR, p. 3A.9-25). The Preliminary Grading & Storm Drain Plan included here as Attachment B shows the approximate location of storm drain lines, manholes, and inlets/outlets, which will be later specified prior to issuance of a grading permit. Any future development will require a final drainage plan, pursuant to EIR MM 3A.9-2. These current and future actions and measures ensure that the Project will not result in any new significant or substantially more severe impacts to water quality and site drainage.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
Mitigation Measures: • EIR MM 3A.9-1 • EIR MM 3A.9-2 • EIR MM 3A.9-4 • EIR MM 3B.9-1a • EIR MM 3B.9-1b • EIR MM 3A.3-1a • EIR MM 3A.3-1b • EIR MM 3A.9-3 • EIR MM 3B.9-3a • EIR MM 3B.9-3b • **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to hydrology and water quality (CEQA Guidelines § 15162(a)).					
11. LAND USE AND PLANNING. Would the project:	DEIR, pp. 3A.10-1 to -49				
a. Physically divide an established community?	DEIR, p. 3A.10-29	No	No	No	None required
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	DEIR, pp. 3A.10-34 to -41	No	No	No	None required
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	DEIR, pp. 3A.3-93 to -94	No	No	No	None required
Discussion: The EIR concluded that the following land use and planning impacts were less than significant and no mitigation was required: Impacts 3A.10-1 (Consistency with Sacramento LAFCo Guidelines) and 3.10-2 (Consistency with the SACOG Sacramento Region Blueprint) (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-36, 3A.10-39). But impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans would be potentially significant and unavoidable. The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.10-5 (Water Addendum, p. 3-12). The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that does not physically divide an established community in that there is no established community surrounding the Project site—only undeveloped land within the FSASP. The Tentative Map does conflict with the FSASP, but, the FSASP is not a plan adopted for the "purpose of avoiding or mitigating an environmental effect." Moreover, as established in this checklist, that conflict does not cause a new significant or substantially more severe environmental impact. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Note also that the South Sacramento HCP, which is referenced in the EIR, was adopted in October 2018. But the South Sacramento HCP is not relevant to the Project because the City did not choose to participate in the HCP and the project site is outside of the boundaries of the proposed HCP plan area (See South Sacramento HCP, available at https://www.southsachcp.com/sshcp-chapters---final.html (last visited April 19, 2021)). Any unanticipated impacts to land use and planning that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to land use and planning in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). **Mitigation Measure:** • EIR MM 3B.10-5 **Conclusion:** With implementation of the above MM, the Project would not have any new significant or substantially more severe impacts to land use and planning (CEQA Guidelines § 15162(a)).					

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
12. MINERAL RESOURCES. Would the Project:	DEIR, pp. 3A.7-1 to -40				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	DEIR, pp. 3A.7-36 to -38	No	No	No	MM 3A.7-9
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same as (a) above	No	No	No	Same as (a) above

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except one of the impacts to mineral resources to less-than-significant levels. Impact 3A.7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable (FEIR, pp. 1-89 to 1- 95; DEIR, pp. 3A.7-37 to -38). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no MMs were necessary to address the water supply and water facilities aspect of the FPASP project (Water Addendum, p. 3-13).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to mineral resources. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to mineral resources that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe mineral resource impacts in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III).

Mitigation Measures:

- None required

Conclusion: The Project would not have any new significant or substantially more severe impacts to mineral resources (CEQA Guidelines § 15162(a)).

13. NOISE. Would the project result in:	DEIR, pp. 3A.11-1 to -52				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	DEIR, pp. 3A.11-27 to -35, 3A.11-36 to -48, 3A.11-50 to -51	No	No	No	EIR MMs 3A.11-1, 3A.11-3, 3A.11-4, 3A.11-5
b. Generation of excessive groundborne vibration or groundborne noise levels?	DEIR, pp. 3A.11-33 to -35	No	No	No	EIR MM 3A.11-3
c. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise	DEIR, pp. 3A.11-27 and 3A.11-49	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
levels?					

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following noise impacts to less-than-significant levels: temporary, short-term exposure of sensitive receptors to increased equipment noise and groundborne noise and vibration from project construction (Impacts 3A.11-1, 3A.11-3); long-term exposure of sensitive receptors to increased operational traffic noise levels from project operation (Impact 3A.11-4); and impacts from off-site elements that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (FEIR, pp. 1-127 to 1- 132; DEIR, pp. 3A.11-51 to -52). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less noise impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.11-1a, MM 3B.11-1b, MM 3B.11-1c, MM 3B.11-1d, MM 3B.11-1e, and MM 3B.11-3 (Water Addendum, p. 3-14).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe noise impacts. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to noise that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to noise in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III).

Mitigation Measures:

- EIR MM 3A.11-1
- EIR MM 3A.11-3
- EIR MM 3A.11-4
- EIR MM 3A.11-5
- EIR MM 3B.11-1a
- EIR MM 3B.11-1b
- EIR MM 3B.11-1c
- EIR MM 3B.11-1d
- EIR MM 3B.11-1e
- EIR MM 3B.11-3
- EIR MM 4.12-1

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to noise (CEQA Guidelines § 15162(a)).

14. POPULATION AND HOUSING. Would the Project:	DEIR, pp. 3A.13-1 to -16				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	DEIR, pp. 3A.13-11 to -15	No	No	No	None required
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	EIR, p. 3A.13-16	No	No	No	None required

Discussion: The EIR concluded that all population and housing impacts are less than significant and do not require mitigation (FEIR, pp. 1-137 to 1- 138; DEIR, p. 3A.13-16). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required (Water Addendum, p. 3-15).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impacts to population and housing. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Thus, the number of residential units allotted in the FSASP does not change with this action, although a future retribution of those units to other parcels may occur. Any unanticipated impacts to population and housing that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to population and housing in relation to the lot sizing on Parcel 61. Other

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). **Mitigation Measures:** • None required **Conclusion:** The Project would not have any new significant or substantially more severe impacts to population and housing (CEQA Guidelines § 15162(a)).					
15. PUBLIC SERVICES.	DEIR, pp. 3A.14-1 to -30				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:	DEIR, pp. 3A.14-12 to -13	No	No	No	EIR MM 3A.14-1
Fire protection?	DEIR, pp. 3A.14-13 to -20	No	No	No	EIR MMs 3A.14-2, 3A.14-3
Police protection?	DEIR, pp. 3A.14-20 to -23	No	No	No	None required
Schools?	DEIR, pp. 3A.14-24 to -30	No	No	No	None required
Parks?	DEIR, pp. 3A.12-14 to -17 (in Parks and Recreation chapter, not the Public Services chapter)	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	Same as (a) above
Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all public services impacts to less-than-significant levels, except for impacts from off-site elements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties, or Caltrans (Impact 3A.14-1) (FEIR, pp. 1-138 to 1- 141; DEIR, p. 3A.14-30). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required (Water Addendum, p. 3-16). The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impacts to public services. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to public services that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to public services in relation to the lot sizing on Parcel 61. Other components of the Project—gradingand internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). **Mitigation Measures:**					

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
• EIR MM 3A.14-1 • EIR MM 3A.14-2 • EIR MM 3A.14-3 **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to public services (CEQA Guidelines § 15162(a)).					
16. RECREATION.	DEIR, pp. 3A.12-1 to -17				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	DEIR, pp. 3A.12-12 to -17	No	No	No	None required
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same as (a) above	No	No	No	Same as (a) above
Discussion: The EIR concluded that all recreation impacts are less than significant and, thus, no mitigation was necessary (FEIR, p. 1-136; DEIR, p. 3A.12-17). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measure: MM 3B.12-1 (Water Addendum, p. 3-15). The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impacts to recreation. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to recreation that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to recreation in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). **Mitigation Measure:** • EIR MM 3B.12-1 **Conclusion:** With implementation of the above MM, the Project would not have any new significant or substantially more severe impacts to recreation (CEQA Guidelines § 15162(a)).					
17. TRANSPORTATION. Would the project:	DEIR, pp. 3A.15-1 to -157				
a. Conflict with a program plan, ordinance or policy establishing addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	DEIR, p. 3A.15-27	No	No	No	None required
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	DEIR, pp. 3A.15-25 to – 157	No	No	No	EIR MMs 3A.15-1a, 3A.15-1b, 3A.15-1c, 3A.15-1f, 3A.15-1i, 3A.15-1j, 3A.15-1l, 3A.15-1o, 3A.15-1p, 3A.15-

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
					1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2a, 3A.15-2b, 3A.15-3, 3A.15-4a, 3A.15-4b, 3A.15-4c, 3A.15-4d, 3A.15-4f, 3A.15-4g, 3A.15-4i, 3A.15-4j, 3A.15-4k, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4q, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)??	No significant traffic hazards were identified in the EIR	No	No	No	
d. Result in inadequate emergency access?	DEIR, pp. 3A.14-12 to -13 (in Public Services chapter, not Transportation chapter)	No	No	No	EIR MM 3A.14-1

Discussion: The EIR, certified in 2011, used automobile delay or level of service (LOS) as the primary metric to evaluate the project's CEQA transportation impacts, consistent with industry standards and the City General Plan goals and policies at the time. Since that time, legislation (Senate Bill (SB) 743, signed into law in 2013) and regulatory updates (CEQA Guidelines section 15064.3, added in December 2018) direct agencies to utilize vehicle miles traveled (VMT) for assessing potential traffic impacts. Although lead agencies may choose to conduct additional traffic analysis using VMT for subsequent CEQA review of documents prepared prior to 2018 when the CEQA Guidelines were updated, they are not required to do so (see CEQA Guidelines §§ 15064.3(c), 15007(b), 15008(b); see also Governor's Office of Planning and Research SB 743 Frequent Asked Questions, "What about draft documents that still use LOS? Do they need to be redone with VMT analysis?," available at https://opr.ca.gov/ceqa/updates/sb-743/faq.html#draft-docs (last visited April 19, 2021). This section does not provide additional VMT analysis.

The EIR concluded that implementation of the MMs in the EIR would reduce all except the following traffic and transportation impacts to less-than-significant levels: Impacts 3A.15-1i, 3A.15-1j, 3A.15-1l, , 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-4b, 3A.15-4d, 3A.15-4i, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y (FEIR, pp. 1-142 to 1-175). These impacts include intersection impacts, such as the intersections at Oak Avenue Parkway/East Bidwell Street and East Bidwell Street/Iron Point Road; and impacts at roadway segments, such as on eastbound U.S. 50, including the Zinfandel Drive to Sunrise Boulevard segment, the Rancho Cordova Parkway to Hazel Avenue segment, and the Folsom Boulevard to Prairie City Road segment (DEIR, pp. 3A.15-157). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less transportation and traffic impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.15-1a, MM 3B.15-1b (Water Addendum, p. 3-16).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impacts to transportation. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to transportation that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to transportation in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). The precise location and alignment of the internal roadways being proposed as part of the Project do not present any new or more severe significant traffic

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
impacts than those contemplated in the FSASP and analyzed in the EIR (see FSASP, pp. 7-11, 7-13 to -16, 7-30 to -35; DEIR, pp. 2-33 to -35, Section 3A.15). The proposed project does not contemplate any changes to the overall land uses analyzed in the FPASP, therefore the trips associated with development of these parcels is not expected to be greater or different than would have been previously assumed had VMT been assessed for the FPASP EIR. Resultantly, the transportation impacts are not considered new or more severe than previously anticipated. For information on the roadway infrastructure required to accommodate potential future buildout of the lots to be created by the Tentative Map, refer to the Traffic Evaluation Memo prepared by Kimley Horn included as **Attachment C** of this Addendum. **Mitigation Measures:** • EIR MM 3A.14-1 • EIR MM 3A.15-1a through MM 3A.15-1c • EIR MM 3A.15-1f • EIR MM 3A.15-1i through MM 3A.15-1j • EIR MM 3A.15-1l • EIR MM 3A.15-1o through MM 3A.15-1s • EIR MM 3A.15-1u through MM 3A.15-1z • EIR MM 3A.15-1aa • EIR MM 3A.15-1dd through MM 3A.15-1ii • EIR MM 3A.15-2a through MM 3A.15-2b • EIR MM 3A.15-3 • EIR MM 3A.15-4a through MM 3A.15-4d • EIR MM 3A.15-4f through MM 3A.15-4g • EIR MM 3A.15-4i through MM 3A.15-4y • EIR MM 3B.15-1a • EIR MM 3B.15-1b • EIR MM 4.16-1 • EIR MM 4.16-2 **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to transportation (CEQA Guidelines § 15162(a)).					
18. TRIBAL CULTURAL RESOURCES. Would the project:	DEIR, pp. 3A.5-1 to -25				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	DEIR, pp. 3A.5-17 to -25	No	No	No	EIR MMs 3A.5-1a, 3A.5-1b, 3A.5-2, 3A.5-3

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Tribal Cultural Resources as a category of analysis. At the time the EIR was prepared and certified, tribal cultural resources was addressed under Cultural Resources in the EIR. This analysis has been taken from that section and presented here to accommodate the revised checklist. The EIR concluded that implementation of the MMs in the EIR would reduce all except the following cultural resources, inclusive of tribal cultural resources, impacts to less-than-significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3) (FEIR, pp. 1-81 to 1- 86; DEIR, p. 3A.5-2). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources, inclusive of tribal cultural resources, when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3 (Water Addendum, pp. 3-8 to 3-9). The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to tribal cultural resources. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to tribal cultural resources that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to tribal cultural resources in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). **Mitigation Measures:** • EIR MM 3A.5-1a • EIR MM 3A.5-1b • EIR MM 3A.5-2 • EIR MM 3A.5-3 • **Conclusion:** With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to tribal cultural resources (CEQA Guidelines § 15162(a)).					
19. UTILITIES AND SERVICE SYSTEMS. Would the Project:	DEIR, pp. 3A.16-1 to -43				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	DEIR, pp. 3A.16-13 to -43	No	No	No	EIR MMs 3A.16-1, 3A.16-3, 3A.16-4, 3A.16-5
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	See generally DEIR, pp. 3A.18-7 to -53 and Water Addendum, pp. 2-1 to 4-1.	No	No	No	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the	DEIR, pp. 3A.16-13 to -28	No	No	No	EIR MMs 3A.16-1, 3A.16-3, 3A.16-4, 3A.16-5

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
provider's existing commitments?					
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	DEIR, pp. 3A.16-28 to -32	No	No	No	None required
e. Comply with federal, state, and local statutes and regulations related to solid waste?	DEIR, pp. 3A.16-28 to -32	No	No	No	None required

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following utilities and service system impacts to less-than-significant levels: impacts that result from increased demand for SRWTP facilities and that are related to air quality impacts identified in the 2020 Master Plan EIR (Impact 3A.16-3); and impacts associated with improvements to treatment plant facilities for which feasible mitigation may not be available to reduce impacts to a less-than-significant level (Impacts 3A.16-4, 3A.16-5) (FEIR, pp. 1-177 to 1-182; DEIR, p. 3A.16-43). The pages indicated in the table above contain the relevant analysis. In the Utilities and Service Systems chapter, the DEIR also addresses energy impacts, citing Appendix F of the CEQA Guidelines. See Impact 3A.16-8 (Electricity Demand and Infrastructure, pp. 3A.16-33 to -36); Impact 3A.16-9 (Natural Gas, pp. 3A.16-36 to -39); Impact 3A.16-10 (Telecommunications, pp. 3A.16-39 to -40); Impact 3A.16-11 (Cable TV, pp. 3A.16-40 to -41); Impact 3A.16-12 (Increased Energy Demand, pp. 3A.16-41 to -43). Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.16-3a, MM 3B.16-3b (Water Addendum, p. 3-17).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe impact to utilities and service systems. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts to utilities and service systems that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe impacts to utilities and service systems in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). Indeed, this action purports to install some of the utilities and associated infrastructure approved by the City in the FSASP in a manner that comports with the plan.

Mitigation Measures:

- EIR MM 3A.16-1
- EIR MM 3A.16-3
- EIR MM 3A.16-4
- EIR MM 3A.16-5
- EIR MM 3B.16-3a
- EIR MM 3B.16-3b

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to utilities and service systems (CEQA Guidelines § 15162(a)).

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	DEIR, pp. 3A.13-1 to -16				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	DEIR, pp. 3A.8-14, -29	No	No	No	None required
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and	DEIR, p. 3A.8-18 to -19	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?					
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Same as (a) above	No	No	No	None required

Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Wildfire as a category of analysis. At the time the EIR was prepared and certified, wildfire was addressed under Hazards and Hazardous Materials in the EIR. This analysis has been taken from that section and presented here to accommodate the revised checklist.

The EIR concluded that all wildfire impacts are less than significant and, thus, no mitigation was necessary (Impact 3A.8-14; DEIR, p. 3.A-29). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum, although not overly material to the current action, includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials, inclusive of wildfire, impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b (Water Addendum, pp. 3-10 to 3-11).

The Project's partitioning of lots on Parcel 61 and subsequent inconsistency with minimum lot-size requirements in the FSASP Development Standards is a planning effort that, by itself, does not involve any element that might result in a new significant or substantially more severe wildfire impact. Notable is that the reduction in parcel size will not impact ultimate buildout of the site—the amount of non-residential square feet and residential units at ultimate buildout would remain the same as anticipated in the EIR and FPASP. Any unanticipated impacts associated with wildfire that might occur as a result of lot sizing on Parcel 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Furthermore, the City is not aware of any new circumstances or new information that might result in new significant or substantially more severe wildfire impacts in relation to the lot sizing on Parcel 61. Other components of the Project—grading and internal roadway construction/associated utilities/infrastructure—are consistent with the approved FPASP and within the scope of analysis conducted in the EIR, and therefore do not require additional discussion (see Section III). The construction of roadways and installation of infrastructure included as part of this Project will proceed in a manner adhering to all MMs to ensure that wildfire risks are not exacerbated or increased in any ways, and in fact are minimized (see also the above discussion on *Hazards and Hazardous Materials*).

Mitigation Measures:

- None required

Conclusion: The Project would not have any new significant or substantially more severe wildfire impacts (CEQA Guidelines § 15162(a)).

21. MANDATORY FINDINGS OF SIGNIFICANCE.					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or	See FPASP CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45 to 316	No	No	No	n/a

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	What Prior Environmental Document's MMs Address Impacts?
prehistory?					
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	FPASP CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316 to 345	No	No	No	n/a
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	FPASP CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45 to 316	No	No	No	n/a

Discussion: The City finds that:
(a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were analyzed and disclosed in the FPASP EIR;
(b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and
(c) adverse impacts on humans were included and analyzed where relevant as part of the environmental impact analysis of all required topics under CEQA in the FPASP EIR (e.g., air quality, hazards, noise, etc.).

Mitigation Measures: See those listed in Sections B.1 (Aesthetics) to B.20 (Wildfire) above.

C. Conclusion

As indicated above, the City finds that the Project does not result in any new or more severe significant environmental impacts as a result of proposed changes, new circumstances, or new information, pursuant to CEQA Guidelines section 15162(a). Thereby, pursuant to CEQA Guidelines section 15164, an addendum is the appropriate CEQA document. Though not required to do so, the City also makes the following findings to facilitate informed decision-making:

- The City's FPASP EIR and Water Addendum have adequately addressed the following issue areas in relation to the Tentative Map, grading, and internal roadways/associated infrastructure, and no further site-specific environmental review is required or was conducted in the above checklist: Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Mineral Resources, Recreation, and Tribal Cultural Resources. Thereby, pursuant to CEQA Guidelines section 15162, a subsequent EIR is not required.

- The following issue areas have been analyzed to some extent in a site-specific manner, and it was determined that all impacts remain within the scope of review of the prior environmental documents: Aesthetic Resources, Hazards and Hazardous Materials, , Hydrology and Water Quality, Land Use and Planning, Population and Housing, Public Services, Transportation, Utilities and Service Systems, and Wildfire. Thereby, pursuant to CEQA Guidelines section 15162, a subsequent EIR is not required.

ATTACHMENT A:
PROJECT NARRATIVE

ATTACHMENT B:
PRELIMINARY GRADING & STORM DRAIN PLAN

ATTACHMENT C:
TRAFFIC EVALUATION MEMO

Attachment 10

Access and Circulation Analysis
Dated May 27, 2021

Kimley»Horn

Memorandum

To: Jim Galovan
Eagle Commercial Partners, LLC

From: Chris Gregerson, P.E., T.E., PTOE, PTP
Matt Weir, P.E., T.E., PTOE, RSP_1

Re: ***Parcel 61 (Lots 1, 2 and 3) & Parcel 77 (Lot 8) Tentative Subdivision Maps***
Folsom Plan Area – West of East Bidwell Street (WEB)
Traffic Evaluation

Date: May 27, 2021

As requested, we have prepared this memorandum to document our evaluation of anticipated traffic conditions and infrastructure needs necessitated by completion of Parcel 61 (Lots 1-3) and Parcel 77 (Lot 8) (collectively referred to as the "Proposed Project", see **Exhibit 1**) and the assumed near-term development conditions in the Folsom Plan Area. Because of its focus on the location of specific development components, this effort is considered to be a component of the West of East Bidwell (WEB) evaluation conditions previously prepared and presented to you and the City of Folsom[1].

Overview

The primary purpose of this evaluation was to consider the near-term traffic conditions resulting from a specific development scenario which considers the completion of the Proposed Project and 2025 conditions for the remainder of the Folsom Plan Area. Specifically, the purpose of the evaluation was to identify the required infrastructure improvements along Alder Creek Parkway, west of East Bidwell Street including the East Bidwell Street intersection with Alder Creek Parkway. Accordingly, a weekday AM and PM peak-hour intersection Level of Service (LOS) analysis was completed for the following scenarios:

A. Near-Term (2025)
   - 3,667 single-family units, 768 multi-family units, 439 active adult units, 65,000 square-feet of medical office building, and 28,000 square-feet of commercial

B. Near-Term (2025) plus Proposed Project
   - Includes the "Proposed Project" in addition to the land use assumptions provided in Scenario A above
   - Construction of Alder Creek Parkway west of East Bidwell Street to Street 'A'

These analyses were completed for the primary purpose of identifying the infrastructure needed along Alder Creek Parkway, west of East Bidwell Street, to support the construction of the Proposed Project under these near-term conditions.

To assist with identifying the need for these infrastructure improvements, the following study facilities were included in these analyses:

- East Bidwell Street [2 intersections]
  - US-50 Westbound ramps
  - US-50 Eastbound Ramps

[1] *Macroscopic Traffic Evaluation Overview Memorandum*, Folsom Plan Area – West of East Bidwell (WEB), Kimley-Horn, February 16, 2021.

- Alder Creek Parkway [3 intersections]
  - Street 'A' (unsignalized, access to North only)
  - Street 'D' (unsignalized, no left-turns out)
  - East Bidwell Street (signalized)
- Street 'B' [2 intersections]
  - Street 'A' (all-way stop controlled, access to South only)
  - Street 'D' (all-way stop controlled)

Development Assumptions

The following development assumptions were assumed for the portions of the Folsom Plan Area that are expected to develop by 2025, but do not include the Proposed Project. These development assumptions were provided and analyzed previously. Accordingly, the land use assumed included:

- 3,667 single-family units
- 768 multi-family units
- 439 active adult units
- 65,000 square-feet (SF) of medical office building
- 28,000 SF of commercial uses

The land use assumptions for Parcel 61 (Lots 1-3) and Parcel 77 (Lot 8) are as follows (see **Exhibit 1**):

- Parcel 61 (Lots 1-3)
  - Lot 1: 123,000 SF Medical Office
    182,000 SF Hospital/Surgery Center
    80,000 SF Hotel
  - Lot 2: 60,000 SF Hotel
    20,000 SF Retail
  - Lot 3: 160,000 SF Office
- Parcel 77 (Lot 8)
  - 100,000 SF Retail

Traffic Data Collection

Weekday AM and PM peak-period turning movement traffic volumes were collected via StreetLight Data to determine pre-COVID-19 traffic volumes at the existing study intersections. The volumes were synthesized directly from StreetLight and were collected during the month of October 2019 as an aggregate of Tuesday, Wednesday, and Thursday data. Volumes obtained through StreetLight were rounded up to the nearest ten to indicate that these are not field-collected count volumes. All data was reviewed and compared to historic count data to confirm reasonableness and appropriateness for use in this evaluation.

Methodology

To determine the volumes at the study facilities for Near-Term (2025) conditions, the City of Folsom's General Plan Travel Demand Model was used. The land use and roadway network assumptions for 2025 were added to the City's model to represent a scenario in which roadways in the Folsom Plan Area were constructed and used by residents under 2025 conditions. The base year for the model is 2015 and this scenario of the model was run, along with the scenario in which the Near-Term (2025) land use and roadway network assumptions were added. The turning movement volumes at the study intersections were collected for each model run and the growth was added to the traffic counts collected to obtain post-processed volumes at the study intersections.

For Near-Term (2025) plus Proposed Project conditions, the land use assumptions for the Proposed Project were added to the model scenario representing 2025 conditions in the Folsom Plan Area. The trips originating from and destined to Parcel 61 (Lots 1-3) and Parcel 77 (Lot 8) were tracked through the roadway network to determine the distribution of trips through the study intersections. However, to improve the accuracy of the analysis, the project trips were determined using the *Trip Generation Manual, 10th Edition,* published by the Institute of Transportation Engineers (see **Table 1** below). As shown in **Table 1**, the Proposed Project is estimated to generate 17,526 daily trips, with 1,067 occurring in the AM peak-hour and 1,619 occurring in the PM peak-hour.

Table 1 – Parcel 61 (Lots 1-3) and Parcel 77 (Lot 8) Trip Generation

Land Use (ITE Code)	Size (rooms/ksf)	Daily Trips	AM Peak-Hour					PM Peak-Hour				
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Hotel (310)	350 rooms	2,926	165	59%	97	41%	68	210	51%	107	49%	103
Hospital (610)	182	1,952	162	68%	110	32%	52	177	32%	57	68%	120
General Office Building (710)	160	1,560	186	86%	160	14%	26	184	16%	29	84%	155
Medical-Dental Office Building (720)	123	4,282	342	78%	267	22%	75	426	28%	119	72%	307
Shopping Center (820)	120	6,806	212	62%	131	38%	81	622	48%	299	52%	323
Net New External Trips (Proposed Project):		**17,526**	**1,067**		**765**		**302**	**1,619**		**611**		**1,008**

Source: Trip Generation Manual, 10th Edition.

While the City's travel demand model was used to distribute proposed project trips to the study intersections along East Bidwell Street, the provided site plans and engineering judgement were also used to distribute proposed project trips to the study intersections along Alder Creek Parkway, west of East Bidwell Street. The turning movement volumes for Near-Term (2025) plus Proposed Project conditions are depicted in **Exhibit 2**.

Analysis Results

To determine the LOS at each of the study intersections, the Synchro/Simtraffic software was used. Simtraffic provides a detailed simulation of corridors and results in more accurate delay and queuing information for roadways with closely spaced intersections. As such, Simtraffic was used to analyze the study intersections along Alder Creek Parkway, including the intersection with East Bidwell Street. Synchro was used to analyze the East Bidwell Street intersections with the US-50 ramp intersections. Both Near-Term (2025) and Near-Term (2025) plus Proposed Project conditions were analyzed and the City of Folsom's LOS threshold of LOS D was used to determine the necessary infrastructure improvements to allow all intersections to operate acceptably and provide adequate storage for the turning pockets' anticipated queuing. Traffic control assumptions were based on information provided and the Folsom Plan Area's Specific Plan. The following traffic control assumptions include:

- The Alder Creek Parkway intersection with Street 'A' and Street 'D' are unsignalized with the side-street approaches stop-controlled
- The Alder Creek Parkway intersection East Bidwell Street is signalized and uncoordinated
- The Street 'B' intersections with Street 'A' and Street 'D' are unsignalized with all approaches stop-controlled (all-way stop controlled)

Exhibit 2 depicts the required geometry at the study intersections and analysis worksheets are shown in **Appendix A**. As shown in **Exhibit 2** and **Exhibit 3**, the following lane geometries are required:

- Street 'B' intersection with Street 'A'
  - Two lane Street 'B' with a two-way left turn lane along Street 'B'
  - 150-foot westbound left turn pocket from Street 'B' to Street 'A'
  - 150-foot northbound left turn pocket from Street 'A' to Street 'B'
  - No eastbound right turn pocket from Street 'B' to Street 'A'

- Alder Creek Parkway intersections with Street 'A' and Street 'D'
  - Left-turn and right-turn lanes for Street 'A' and Street 'D'
  - No right-turn pockets into Street 'A' or Street 'D'
  - 150-foot westbound left-turn pocket from Alder Creek Parkway towards Street 'D'
  - Four lane Alder Creek Parkway between Street 'A' and East Bidwell Street
- Alder Creek Parkway intersection with East Bidwell Street
  - Two eastbound left-turn pockets (350-feet)
  - One eastbound right-turn pocket (150-feet)
  - Two westbound left-turn pockets (150-feet)
  - One westbound right-turn pocket (300-feet)
  - Two northbound left-turn pockets (250-feet)
  - One northbound right-turn pocket (200-feet)
  - Two southbound left-turn pockets (300-feet)
  - One southbound right-turn pocket (200-feet)
  - Right-turn overlaps for the westbound and southbound approaches
  - *Note that an additional (third) receiving lane along East Bidwell Street, north of Alder Creek Parkway to the US-50 eastbound on-ramp is also required*

Table 2 and **Table 3** summarize the LOS and queuing results, respectively. As shown in **Table 2**, all intersections are expected to operate at LOS D or better for Near-Term (2025) plus Proposed Project conditions when the above infrastructure improvements are provided. As shown in **Table 3**, the provided storage will contain the vehicle queues with the addition of trips generated by Parcel 61 (Lots 1-3) and Parcel 77 (Lot 8).

Table 2 – Intersection Levels of Service

ID	Intersection	Control	Peak Hour	(1) Interim		(2) Interim plus Proposed Project	
				Delay (sec)	LOS	Delay (sec)	LOS
2	Street 'A' @ Street 'B'	AWSC	AM	Intersection does not exist in this scenario		6.3	A
			PM			8.5	A
3	Alder Creek Parkway @ Street 'A'	SSSC	AM			5.4 (SBL)	A
			PM			13.2 (SBL)	B
4	Alder Creek Parkway @ Street 'D'	SSSC	AM			4.3 (WBL)	A
			PM			28.3 (WBL)	C
5	East Bidwell Street @ Alder Creek Parkway	Signal	AM	31.7	C	23.1	C
			PM	16.4	C	38.3	D
6	East Bidwell Street @ Street 'B'	SSSC	AM	Intersection does not exist in this scenario		3.5 (SBR)	A
			PM			3.7 (NBT)	A
7	Street 'B' @ Street 'D'	AWSC	AM			6.2	A
			PM			5.5	A
8	East Bidwell Street @ US-50 EB Ramps	Signal	AM	12.2	B	23.7	C
			PM	18.7	B	49.4	D
9	East Bidwell Street @ US-50 WB Ramps	Signal	AM	11.8	B	12.6	B
			PM	17.9	B	28.7	C

Notes: AWSC stands for All Way Stop Controlled. SSSC stands for Side Street Stopped Controlled and the worst movement is reported
Shaded represents substandard operations (LOS E or F)

Table 3 – Intersection Queuing

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95th % Queue (ft)	Available Storage (ft)	95th % Queue (ft)
#2 , Street 'A' @ Street 'B'	NBL				
Interim		150	-	150	-
Interim with Project			51		52
#2 , Street 'A' @ Street 'B'	WBL				
Interim		150	-	150	-
Interim with Project			56		108
#3 , Alder Creek Parkway @ Street "A"	SBL				
Interim		-	-	-	-
Interim with Project			49		223
#4 , Alder Creek Parkway @ Street "D"	WBL				
Interim		150	-	150	-
Interim with Project			34		108
#5 , Alder Creek Parkway @ East Bidwell Street	NBL				
Interim		250	-	250	-
Interim with Project			120		232
#5 , Alder Creek Parkway @ East Bidwell Street	SBL				
Interim		300	93	300	100
Interim with Project			123		257
#5 , Alder Creek Parkway @ East Bidwell Street	EBL				
Interim		350	-	350	-
Interim with Project			101		315
#5 , Alder Creek Parkway @ East Bidwell Street	WBL				
Interim		100	24	100	84
Interim with Project			58		59
#7 , Street 'D' @ Street 'B'	NBL				
Interim		100	-	100	-
Interim with Project			44		50
#7 , Street 'D' @ Street 'B'	WBL				
Interim		100	-	100	-
Interim with Project			44		33

Summary of Findings

Based on the analyses documented above, we offer the following summary of our findings:

- As shown in **Table 1**, Parcel 61 (Lots 1-3) and Parcel 77 (Lot 8) are estimated to generate 17,526 daily trips, with 1,067 occurring in the AM peak-hour and 1,619 occurring in the PM peak-hour.
- As shown in **Exhibit 2** and **Table 3**, improvements to Alder Creek Parkway between Street 'A' and East Bidwell Street, and at the intersection of Alder Creek Parkway with East Bidwell Street, are the minimum required improvements to allow the study intersections to operate acceptably based on the City of Folsom's LOS threshold (LOS D).
- **Exhibit 3** provides a graphical depiction of the roadways, intersections, and various turning movements that are required to be constructed to support the completion of Parcel 61 (Lots 1-3) and Parcel 77 (Lot 8).

Attachments

Exhibit 1 – Parcel 61 and Parcel 77 Land Use Overview
Exhibit 2 – Near-Term (2025) plus Proposed Project AM and PM Peak-Hour Volumes and Required Infrastructure Improvements
Exhibit 3 – Infrastructure Requirements Overview

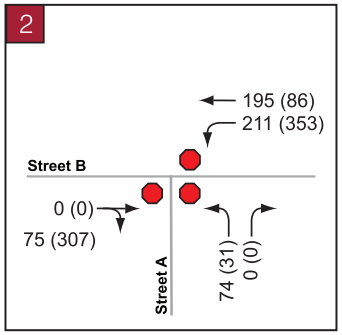
Appendix A – Analysis Worksheets for Near-Term (2025) and Near-Term (2025) plus Proposed Project Conditions

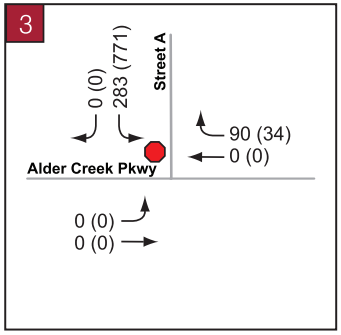
Folsom Plan Area - Parcel 61 (Lots 1, 2, and 3) & Parcel 77 (Lot 8) Tentative Subdivision Maps

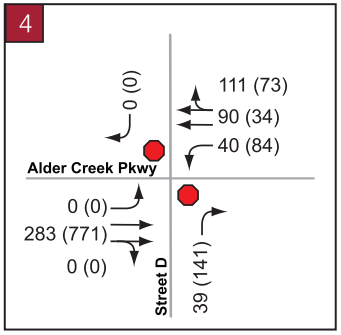
Basemap Source: Conceptual Site Plan, MCG Architecture, 03/31/2021

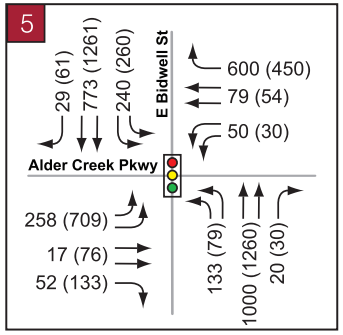
Kimley»Horn

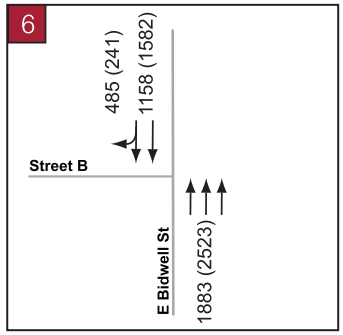
Exhibit 1
Parcel 61 and Parcel 77 Land Use Overview

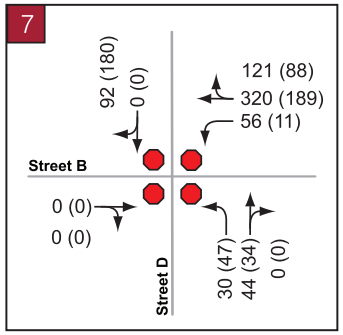




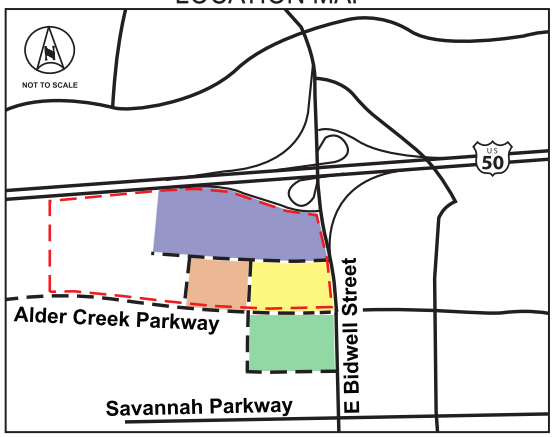


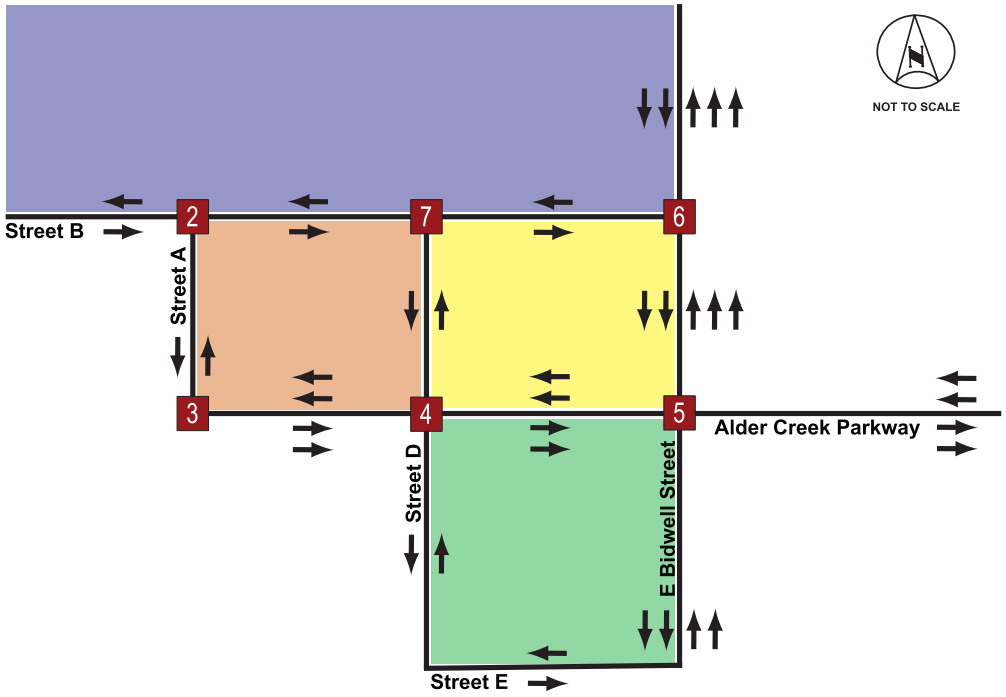






LOCATION MAP





LEGEND

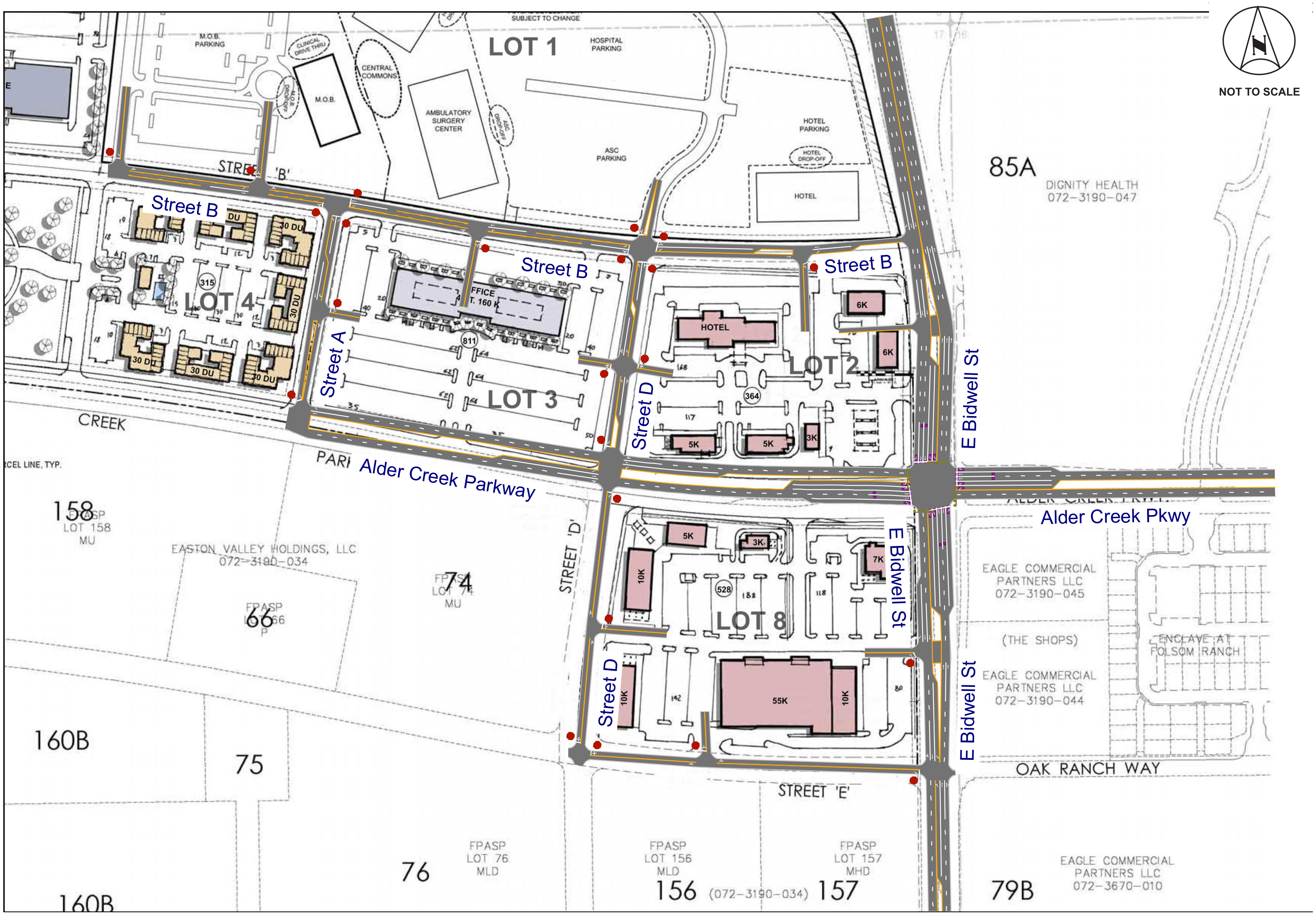
- # — Study Intersection
- XX (XX) — AM (PM) Peak-hour Turning Movement Volumes
- Signalized Study Intersection
- Stop-controlled Approach
- Parcel 61
- Parcel 61, Lot 1
- Parcel 61, Lot 2
- Parcel 61, Lot 3
- Parcel 77, Lot 8
- Through Lane

Note: Intersection #1 was omitted and Intersections #8 and #9 are not shown

Kimley»Horn

Exhibit 2

Near-Term (2025) plus Proposed Project AM and PM Peak-Hour Volumes and Required Infrastructure Improvements


NOT TO SCALE
LOT 1
LOT 2
LOT 3
LOT 4
LOT 8
Street A
Street B
Street D
E Bidwell St
Alder Creek Parkway
Alder Creek Pkwy
OAK RANCH WAY
STREET 'E'
STREET 'D'
HOTEL
HOTEL PARKING
HOSPITAL PARKING
ASC PARKING
AMBULATORY SURGERY CENTER
CENTRAL COMMONS
M.O.B.
M.O.B. PARKING
85A
DIGNITY HEALTH
072-3190-047
EAGLE COMMERCIAL PARTNERS LLC
072-3190-045
(THE SHOPS)
EAGLE COMMERCIAL PARTNERS LLC
072-3190-044
ENCLAVE AT FOLSOM RANCH
EAGLE COMMERCIAL PARTNERS LLC
072-3670-010
79B
EASTON VALLEY HOLDINGS, LLC
072-3190-034
FPASP LOT 76 MLD
76
FPASP LOT 156 MLD
156 (072-3190-034) 157
FPASP LOT 157 MHD
158
160B
75
74
66
55K
10K
5K
3K
6K
7K
30 DU

Kimley»Horn

Exhibit 3
Infrastructure Requirements Overview

Appendix A

Analysis Worksheets for Near-Term (2025) and Near-Term (2025) plus Proposed Project Conditions

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3670	3676	3698	3771	3651	3697	3677
Vehs Exited	3675	3652	3716	3729	3659	3684	3658
Starting Vehs	105	81	105	87	114	113	83
Ending Vehs	100	105	87	129	106	126	102
Travel Distance (mi)	2413	2402	2414	2462	2387	2396	2385
Travel Time (hr)	96.7	117.9	102.8	108.1	123.9	108.9	97.0
Total Delay (hr)	33.3	54.7	39.0	43.5	61.0	45.4	33.6
Total Stops	3425	3359	3403	3386	3307	3398	3424
Fuel Used (gal)	98.1	102.3	99.5	102.3	103.5	101.4	97.6

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3786	3578	3621	3681
Vehs Exited	3743	3564	3625	3670
Starting Vehs	87	73	95	93
Ending Vehs	130	87	91	107
Travel Distance (mi)	2437	2323	2370	2399
Travel Time (hr)	114.9	92.5	97.0	106.0
Total Delay (hr)	50.8	31.0	34.5	42.7
Total Stops	3480	3261	3368	3380
Fuel Used (gal)	103.2	94.5	97.0	99.9

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	919	926	920	926	904	893	880
Vehs Exited	943	907	914	920	905	917	871
Starting Vehs	105	81	105	87	114	113	83
Ending Vehs	81	100	111	93	113	89	92
Travel Distance (mi)	614	598	607	600	583	599	572
Travel Time (hr)	25.7	24.0	25.0	22.6	26.6	23.1	22.3
Total Delay (hr)	9.6	8.3	8.9	6.8	11.1	7.4	6.9
Total Stops	910	825	889	812	837	821	843
Fuel Used (gal)	25.1	23.7	24.7	24.2	24.6	24.3	23.3

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	907	847	940	906
Vehs Exited	913	827	938	905
Starting Vehs	87	73	95	93
Ending Vehs	81	93	97	96
Travel Distance (mi)	596	547	611	593
Travel Time (hr)	22.9	20.8	27.1	24.0
Total Delay (hr)	7.2	6.3	10.9	8.3
Total Stops	805	725	932	840
Fuel Used (gal)	24.1	21.5	25.4	24.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	932	985	970	981	980	951	974
Vehs Exited	895	955	955	957	951	920	962
Starting Vehs	81	100	111	93	113	89	92
Ending Vehs	118	130	126	117	142	120	104
Travel Distance (mi)	594	632	616	645	628	595	628
Travel Time (hr)	22.7	31.8	25.9	25.9	33.0	28.2	24.8
Total Delay (hr)	7.1	15.1	9.7	9.0	16.5	12.2	8.2
Total Stops	837	940	851	892	886	899	888
Fuel Used (gal)	24.0	27.5	25.1	26.0	27.1	25.5	25.4

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1020	922	944	966
Vehs Exited	973	930	941	944
Starting Vehs	81	93	97	96
Ending Vehs	128	85	100	119
Travel Distance (mi)	643	596	618	620
Travel Time (hr)	27.4	23.8	26.0	27.0
Total Delay (hr)	10.5	8.0	9.7	10.6
Total Stops	927	892	873	888
Fuel Used (gal)	26.1	24.6	25.6	25.7

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	914	885	878	930	889	933	850
Vehs Exited	944	899	909	926	907	940	868
Starting Vehs	118	130	126	117	142	120	104
Ending Vehs	88	116	95	121	124	113	86
Travel Distance (mi)	619	598	578	601	582	602	554
Travel Time (hr)	25.0	32.6	25.4	27.3	32.3	27.1	22.2
Total Delay (hr)	8.7	16.9	10.0	11.5	16.9	11.1	7.5
Total Stops	875	797	810	808	781	835	779
Fuel Used (gal)	25.4	26.3	24.3	25.1	25.8	25.3	22.8

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	931	899	803	892
Vehs Exited	933	868	825	903
Starting Vehs	128	85	100	119
Ending Vehs	126	116	78	107
Travel Distance (mi)	593	579	537	584
Travel Time (hr)	30.8	23.2	20.8	26.7
Total Delay (hr)	15.2	7.8	6.7	11.2
Total Stops	918	822	723	814
Fuel Used (gal)	26.0	23.6	21.8	24.6

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	905	880	930	934	878	920	973
Vehs Exited	893	891	938	926	896	907	957
Starting Vehs	88	116	95	121	124	113	86
Ending Vehs	100	105	87	129	106	126	102
Travel Distance (mi)	587	573	613	616	594	600	631
Travel Time (hr)	23.4	29.5	26.5	32.3	32.1	30.5	27.7
Total Delay (hr)	7.9	14.4	10.3	16.2	16.5	14.7	11.0
Total Stops	803	797	853	874	803	843	914
Fuel Used (gal)	23.5	24.8	25.5	27.0	26.0	26.3	26.2

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	928	910	934	920
Vehs Exited	924	939	921	919
Starting Vehs	126	116	78	107
Ending Vehs	130	87	91	107
Travel Distance (mi)	606	601	604	602
Travel Time (hr)	33.8	24.8	23.0	28.4
Total Delay (hr)	17.8	8.9	7.2	12.5
Total Stops	830	822	840	835
Fuel Used (gal)	27.0	24.8	24.3	25.5

5: E Bidwell St & Alder Creek Pkwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.4	0.2	2.1	0.0	0.0	0.2
Total Delay (hr)	0.4	18.7	3.2	0.0	1.1	0.4	23.8
Total Del/Veh (s)	26.7	109.6	11.0	5.3	16.1	1.8	31.7

6: E Bidwell St & US-50 EB Ramps Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	0.3	3.0	0.0	0.0	0.3
Total Delay (hr)	2.3	0.7	3.2	1.6	7.8
Total Del/Veh (s)	18.4	8.5	7.0	8.6	9.2

7: E Bidwell St & US-50 WB Ramps Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	0.3	0.0	0.1	0.1
Total Delay (hr)	1.2	1.9	3.6	0.7	7.5
Total Del/Veh (s)	15.9	12.1	7.6	7.1	9.2

Total Network Performance

Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.5
Total Delay (hr)	42.1
Total Del/Veh (s)	40.2

Intersection: 5: E Bidwell St & Alder Creek Pkwy

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	L	T	T
Maximum Queue (ft)	39	731	937	178	170	35	94	114	88	74
Average Queue (ft)	5	160	568	99	75	8	37	63	22	18
95th Queue (ft)	24	696	1138	157	137	29	76	93	65	50
Link Distance (ft)		1197	1197	1708	1708				466	466
Upstream Blk Time (%)		1	5							
Queuing Penalty (veh)		0	0							
Storage Bay Dist (ft)	250					250	250	250		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 6: E Bidwell St & US-50 EB Ramps

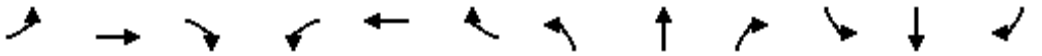
Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	L	L	R	T	TR	T	T
Maximum Queue (ft)	144	147	173	204	201	124	108
Average Queue (ft)	80	84	71	100	99	59	53
95th Queue (ft)	123	128	129	167	170	109	98
Link Distance (ft)	922	922		919	919	1018	1018
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			400				
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: E Bidwell St & US-50 WB Ramps

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	R	R	T	TR	T	T
Maximum Queue (ft)	109	99	144	150	167	181	143	71
Average Queue (ft)	51	61	75	85	85	93	63	13
95th Queue (ft)	94	92	122	130	141	153	116	49
Link Distance (ft)		1313	1313		1018	1018	246	246
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	380			380				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 0



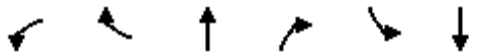
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	0	300	0	0	0	0	1240	0	0	640	0
Future Volume (veh/h)	430	0	300	0	0	0	0	1240	0	0	640	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	467	0	326				0	1348	0	0	696	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	879	0	403				0	2011		0	2011	
Arrive On Green	0.25	0.00	0.25				0.00	0.57	0.00	0.00	0.57	0.00
Sat Flow, veh/h	3456	0	1585				0	3741	0	0	3647	1585
Grp Volume(v), veh/h	467	0	326				0	1348	0	0	696	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	0	0	1777	1585
Q Serve(g_s), s	6.7	0.0	11.1				0.0	15.2	0.0	0.0	6.1	0.0
Cycle Q Clear(g_c), s	6.7	0.0	11.1				0.0	15.2	0.0	0.0	6.1	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	879	0	403				0	2011		0	2011	
V/C Ratio(X)	0.53	0.00	0.81				0.00	0.67		0.00	0.35	
Avail Cap(c_a), veh/h	2051	0	941				0	2215		0	2215	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	20.1				0.0	8.7	0.0	0.0	6.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.5				0.0	1.6	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.9				0.0	4.1	0.0	0.0	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	21.5				0.0	10.3	0.0	0.0	7.1	0.0
LnGrp LOS	B	A	C				A	B		A	A	
Approach Vol, veh/h		793						1348	A		696	A
Approach Delay, s/veh		19.8						10.3			7.1	
Approach LOS		B						B			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		37.7		19.6		37.7						
Change Period (Y+Rc), s		5.3		5.0		5.3						
Max Green Setting (Gmax), s		35.7		34.0		35.7						
Max Q Clear Time (g_c+I1), s		17.2		13.1		8.1						
Green Ext Time (p_c), s		15.2		1.5		11.2						

Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	270	550	980	0	0	350
Future Volume (veh/h)	270	550	980	0	0	350
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	293	598	1065	0	0	380
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	950	767	1873		0	2691
Arrive On Green	0.27	0.27	0.53	0.00	0.00	0.53
Sat Flow, veh/h	3456	2790	3741	0	0	5443
Grp Volume(v), veh/h	293	598	1065	0	0	380
Grp Sat Flow(s),veh/h/ln	1728	1395	1777	0	0	1702
Q Serve(g_s), s	3.5	10.3	10.5	0.0	0.0	2.0
Cycle Q Clear(g_c), s	3.5	10.3	10.5	0.0	0.0	2.0
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	950	767	1873		0	2691
V/C Ratio(X)	0.31	0.78	0.57		0.00	0.14
Avail Cap(c_a), veh/h	2326	1878	2372		0	3408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	17.4	8.3	0.0	0.0	6.3
Incr Delay (d2), s/veh	0.1	0.7	1.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.0	2.8	0.0	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	18.1	9.4	0.0	0.0	6.4
LnGrp LOS	B	B	A		A	A
Approach Vol, veh/h	891		1065	A		380
Approach Delay, s/veh	17.1		9.4			6.4
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		32.7			32.7	19.3
Change Period (Y+Rc), s		5.3			5.3	5.0
Max Green Setting (Gmax), s		34.7			34.7	35.0
Max Q Clear Time (g_c+I1), s		12.5			4.0	12.3
Green Ext Time (p_c), s		14.9			6.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5422	5508	5574	5522	5415	5518	5513
Vehs Exited	5442	5488	5561	5528	5454	5487	5464
Starting Vehs	145	142	148	147	173	138	124
Ending Vehs	125	162	161	141	134	169	173
Travel Distance (mi)	3785	3823	3857	3823	3776	3768	3740
Travel Time (hr)	148.9	160.3	161.5	162.7	150.3	159.3	158.9
Total Delay (hr)	53.8	63.9	64.2	66.7	55.7	64.0	64.2
Total Stops	5024	5445	5353	5275	5045	5301	5199
Fuel Used (gal)	146.3	150.4	151.8	152.0	147.1	149.2	146.9

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	5426	5396	5416	5469
Vehs Exited	5458	5388	5442	5470
Starting Vehs	158	133	155	146
Ending Vehs	126	141	129	146
Travel Distance (mi)	3775	3697	3750	3779
Travel Time (hr)	157.2	151.5	152.1	156.3
Total Delay (hr)	62.2	58.4	58.0	61.1
Total Stops	5176	5120	5213	5215
Fuel Used (gal)	150.1	145.9	147.2	148.7

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	7886	7924	7978	7851	7965	7901	7852
Vehs Exited	7868	7918	7974	7821	7972	7916	7863
Starting Vehs	162	147	162	152	169	164	166
Ending Vehs	180	153	166	182	162	149	155
Travel Distance (mi)	3862	3916	3970	3905	3913	3888	3924
Travel Time (hr)	159.8	163.9	168.3	162.6	165.1	164.5	162.2
Total Delay (hr)	57.1	59.7	62.6	58.4	61.0	60.9	58.3
Total Stops	6577	6926	7033	6657	6904	6910	6772
Fuel Used (gal)	165.0	168.4	170.2	166.1	168.3	166.7	166.8

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	7945	7886	7927	7908
Vehs Exited	7963	7867	7920	7908
Starting Vehs	178	154	155	158
Ending Vehs	160	173	162	161
Travel Distance (mi)	3971	3918	3925	3919
Travel Time (hr)	170.0	163.3	165.2	164.5
Total Delay (hr)	64.4	59.0	61.0	60.2
Total Stops	7035	6711	6930	6843
Fuel Used (gal)	171.3	167.7	168.5	167.9

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1964	2014	2061	1919	1910	1876	1953
Vehs Exited	1974	2008	2062	1912	1901	1881	1956
Starting Vehs	162	147	162	152	169	164	166
Ending Vehs	152	153	161	159	178	159	163
Travel Distance (mi)	962	1007	1033	957	938	923	996
Travel Time (hr)	40.7	42.7	45.3	40.2	38.7	38.1	39.8
Total Delay (hr)	15.2	16.0	17.8	14.6	13.7	13.5	13.7
Total Stops	1644	1795	1893	1662	1621	1630	1648
Fuel Used (gal)	41.5	43.5	44.6	40.7	40.5	39.4	41.9

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1990	1922	1957	1958
Vehs Exited	1991	1926	1945	1956
Starting Vehs	178	154	155	158
Ending Vehs	177	150	167	159
Travel Distance (mi)	1004	961	959	974
Travel Time (hr)	42.8	39.4	40.7	40.8
Total Delay (hr)	15.8	13.9	14.8	14.9
Total Stops	1789	1631	1695	1700
Fuel Used (gal)	43.3	41.1	41.5	41.8

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	2075	2040	2101	2071	2143	2150	2067
Vehs Exited	2047	2039	2088	2063	2142	2131	2061
Starting Vehs	152	153	161	159	178	159	163
Ending Vehs	180	154	174	167	179	178	169
Travel Distance (mi)	1026	1013	1044	1033	1032	1045	1030
Travel Time (hr)	42.8	43.0	44.7	44.7	44.4	45.9	43.7
Total Delay (hr)	15.6	16.2	17.1	17.1	17.2	17.8	16.4
Total Stops	1761	1796	1837	1800	1840	1937	1815
Fuel Used (gal)	43.7	43.6	45.0	44.3	44.3	45.4	43.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	2123	2107	2041	2092
Vehs Exited	2130	2062	2052	2079
Starting Vehs	177	150	167	159
Ending Vehs	170	195	156	167
Travel Distance (mi)	1059	1038	1017	1034
Travel Time (hr)	48.4	45.0	43.0	44.6
Total Delay (hr)	20.5	17.3	16.1	17.1
Total Stops	1965	1837	1823	1841
Fuel Used (gal)	46.3	44.8	43.9	44.5

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1908	1939	1875	1931	1978	1904	1909
Vehs Exited	1951	1924	1874	1958	1998	1919	1927
Starting Vehs	180	154	174	167	179	178	169
Ending Vehs	137	169	175	140	159	163	151
Travel Distance (mi)	926	947	924	969	992	940	947
Travel Time (hr)	38.0	38.5	38.2	39.6	42.6	40.1	39.2
Total Delay (hr)	13.3	13.3	13.5	13.9	15.9	15.1	14.0
Total Stops	1595	1597	1614	1600	1815	1653	1648
Fuel Used (gal)	39.7	40.7	39.4	41.1	43.0	40.4	40.5

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1944	1891	1942	1919
Vehs Exited	1960	1955	1940	1940
Starting Vehs	170	195	156	167
Ending Vehs	154	131	158	150
Travel Distance (mi)	963	946	958	951
Travel Time (hr)	40.8	38.6	38.9	39.5
Total Delay (hr)	15.2	13.3	13.5	14.1
Total Stops	1690	1614	1633	1644
Fuel Used (gal)	41.7	40.2	40.6	40.7

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1939	1931	1941	1930	1934	1971	1923
Vehs Exited	1896	1947	1950	1888	1931	1985	1919
Starting Vehs	137	169	175	140	159	163	151
Ending Vehs	180	153	166	182	162	149	155
Travel Distance (mi)	948	950	969	947	951	980	951
Travel Time (hr)	38.2	39.7	40.1	38.2	39.4	40.4	39.5
Total Delay (hr)	13.0	14.3	14.2	12.8	14.2	14.5	14.1
Total Stops	1577	1738	1689	1595	1628	1690	1661
Fuel Used (gal)	40.0	40.6	41.3	40.0	40.6	41.6	40.7

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1888	1966	1987	1942
Vehs Exited	1882	1924	1983	1929
Starting Vehs	154	131	158	150
Ending Vehs	160	173	162	161
Travel Distance (mi)	945	974	989	961
Travel Time (hr)	38.0	40.2	42.6	39.6
Total Delay (hr)	12.9	14.5	16.6	14.1
Total Stops	1591	1629	1779	1656
Fuel Used (gal)	40.0	41.6	42.6	40.9

2: Street A & Street B Performance by movement

Movement	EBR	WBL	WBT	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.4	0.5	0.1	0.0	1.1
Total Del/Veh (s)	3.4	7.0	7.1	5.4	0.2	6.3

3: Alder Creek Parkway & Street A Performance by movement

Movement	WBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.4	0.0	0.4
Total Del/Veh (s)	0.8	5.4	0.8	4.3

4: Street D & Alder Creek Parkway Performance by movement

Movement	EBT	WBL	WBT	WBR	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.1	0.0	0.0	0.3
Total Del/Veh (s)	0.8	4.3	2.8	2.0	3.4	0.6	1.6

5: E Bidwell St & Alder Creek Parkway/Alder Creek Pkwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.6	2.9	1.4	0.2	1.0	0.0	0.0	0.0
Total Delay (hr)	2.0	0.1	0.1	0.4	0.7	3.8	1.4	7.7	0.0	2.2	3.6	0.0
Total Del/Veh (s)	28.0	27.3	7.9	31.7	34.3	22.1	36.8	26.6	8.8	31.5	14.5	5.6

5: E Bidwell St & Alder Creek Parkway/Alder Creek Pkwy Performance by movement

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.7
Total Delay (hr)	22.2
Total Del/Veh (s)	23.1

6: E Bidwell St & Street B Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	0.1	0.2
Denied Del/Veh (s)	0.0	0.5	0.5	0.2
Total Delay (hr)	1.8	1.1	0.5	3.4
Total Del/Veh (s)	3.4	3.4	3.5	3.4

7: Street B Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.7	0.2	0.0	0.1	0.1	1.2
Total Del/Veh (s)	5.0	8.1	5.3	5.6	3.9	3.7	6.2

Total Zone Performance

Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.8
Total Delay (hr)	28.7
Total Del/Veh (s)	297.5

Intersection: 2: Street A & Street B

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	L
Maximum Queue (ft)	55	66	69	58
Average Queue (ft)	30	37	36	31
95th Queue (ft)	52	56	53	51
Link Distance (ft)	693		629	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		250		300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Alder Creek Parkway & Street A

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	4	59
Average Queue (ft)	0	31
95th Queue (ft)	4	49
Link Distance (ft)	653	696
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Street D & Alder Creek Parkway

Movement	WB	WB	NB
Directions Served	L	TR	R
Maximum Queue (ft)	42	4	52
Average Queue (ft)	10	0	23
95th Queue (ft)	34	4	47
Link Distance (ft)		428	496
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: E Bidwell St & Alder Creek Parkway/Alder Creek Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	109	110	25	21	47	38	61	200	380	272	82	174
Average Queue (ft)	52	66	4	4	15	8	30	25	86	166	25	56
95th Queue (ft)	94	101	17	16	36	30	58	106	302	274	61	120
Link Distance (ft)			428	428				1134	1134			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			250	250	250			250	250	250
Storage Blk Time (%)									0	9		
Queuing Penalty (veh)									0	4		

Intersection: 5: E Bidwell St & Alder Creek Parkway/Alder Creek Pkwy

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	286	279	46	124	142	188	192	35
Average Queue (ft)	161	168	6	58	82	106	111	8
95th Queue (ft)	248	256	35	104	123	162	171	30
Link Distance (ft)	3033	3033				734	734	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			250	250	250			250
Storage Blk Time (%)	1	1				0		
Queuing Penalty (veh)	1	0				0		

Intersection: 6: E Bidwell St & Street B

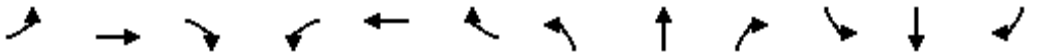
Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	8	47
Average Queue (ft)	0	2
95th Queue (ft)	6	48
Link Distance (ft)	456	456
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Street B

Movement	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	TR
Maximum Queue (ft)	42	106	42	62	73
Average Queue (ft)	27	60	18	26	37
95th Queue (ft)	44	91	44	52	61
Link Distance (ft)		434		711	108
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	250		300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 6



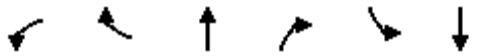
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	0	489	0	0	0	0	1456	0	0	1079	0
Future Volume (veh/h)	430	0	489	0	0	0	0	1456	0	0	1079	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	467	0	532				0	1583	0	0	1173	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1218	0	559				0	1840		0	1840	
Arrive On Green	0.35	0.00	0.35				0.00	0.52	0.00	0.00	0.52	0.00
Sat Flow, veh/h	3456	0	1585				0	3741	0	0	3647	1585
Grp Volume(v), veh/h	467	0	532				0	1583	0	0	1173	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	0	0	1777	1585
Q Serve(g_s), s	8.0	0.0	26.0				0.0	30.7	0.0	0.0	18.9	0.0
Cycle Q Clear(g_c), s	8.0	0.0	26.0				0.0	30.7	0.0	0.0	18.9	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1218	0	559				0	1840		0	1840	
V/C Ratio(X)	0.38	0.00	0.95				0.00	0.86		0.00	0.64	
Avail Cap(c_a), veh/h	1219	0	559				0	1867		0	1867	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	25.0				0.0	16.6	0.0	0.0	13.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	26.3				0.0	5.3	0.0	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	13.2				0.0	11.4	0.0	0.0	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	51.3				0.0	21.9	0.0	0.0	15.3	0.0
LnGrp LOS	B	A	D				A	C		A	B	
Approach Vol, veh/h		999						1583	A		1173	A
Approach Delay, s/veh		36.4						21.9			15.3	
Approach LOS		D						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		46.4		33.0		46.4						
Change Period (Y+Rc), s		5.3		5.0		5.3						
Max Green Setting (Gmax), s		41.7		28.0		41.7						
Max Q Clear Time (g_c+I1), s		32.7		28.0		20.9						
Green Ext Time (p_c), s		8.3		0.0		15.3						

Intersection Summary												
HCM 6th Ctrl Delay			23.7									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	399	550	1099	0	0	660
Future Volume (veh/h)	399	550	1099	0	0	660
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	434	598	1195	0	0	717
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	934	754	1975		0	2837
Arrive On Green	0.27	0.27	0.56	0.00	0.00	0.56
Sat Flow, veh/h	3456	2790	3741	0	0	5443
Grp Volume(v), veh/h	434	598	1195	0	0	717
Grp Sat Flow(s),veh/h/ln	1728	1395	1777	0	0	1702
Q Serve(g_s), s	6.2	11.8	13.3	0.0	0.0	4.3
Cycle Q Clear(g_c), s	6.2	11.8	13.3	0.0	0.0	4.3
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	934	754	1975		0	2837
V/C Ratio(X)	0.46	0.79	0.61		0.00	0.25
Avail Cap(c_a), veh/h	1751	1413	2383		0	3423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	20.1	8.8	0.0	0.0	6.8
Incr Delay (d2), s/veh	0.1	0.7	1.2	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.5	3.7	0.0	0.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	20.8	10.0	0.0	0.0	7.0
LnGrp LOS	B	C	A		A	A
Approach Vol, veh/h	1032		1195	A		717
Approach Delay, s/veh	19.7		10.0			7.0
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		38.2			38.2	21.0
Change Period (Y+Rc), s		5.3			5.3	5.0
Max Green Setting (Gmax), s		39.7			39.7	30.0
Max Q Clear Time (g_c+I1), s		15.3			6.3	13.8
Green Ext Time (p_c), s		17.6			12.5	2.2

Intersection Summary		
HCM 6th Ctrl Delay	12.6	
HCM 6th LOS	B	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1330	1391	1402	1319	1374	1347	1367
Vehs Exited	1325	1363	1372	1311	1392	1334	1340
Starting Vehs	145	142	148	147	173	138	124
Ending Vehs	150	170	178	155	155	151	151
Travel Distance (mi)	924	970	956	902	970	904	925
Travel Time (hr)	36.1	38.3	41.5	34.9	38.3	37.1	36.1
Total Delay (hr)	12.9	14.0	17.4	12.2	14.1	14.2	12.6
Total Stops	1208	1303	1362	1190	1253	1274	1197
Fuel Used (gal)	35.4	37.8	37.8	35.3	38.1	35.6	35.6

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1324	1302	1384	1355
Vehs Exited	1323	1292	1382	1344
Starting Vehs	158	133	155	146
Ending Vehs	159	143	157	154
Travel Distance (mi)	899	870	940	926
Travel Time (hr)	36.3	34.8	38.1	37.2
Total Delay (hr)	13.4	12.7	14.4	13.8
Total Stops	1229	1241	1357	1262
Fuel Used (gal)	35.3	34.3	36.8	36.2

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1435	1410	1435	1489	1471	1391	1488
Vehs Exited	1434	1422	1426	1437	1444	1386	1470
Starting Vehs	150	170	178	155	155	151	151
Ending Vehs	151	158	187	207	182	156	169
Travel Distance (mi)	1013	978	1008	985	1017	965	1001
Travel Time (hr)	40.1	43.5	43.0	45.0	41.5	39.6	44.0
Total Delay (hr)	14.9	18.8	17.8	20.1	16.0	15.2	18.6
Total Stops	1331	1521	1410	1490	1388	1353	1556
Fuel Used (gal)	39.2	39.0	39.8	39.7	39.9	37.8	39.6

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1495	1471	1428	1450
Vehs Exited	1473	1417	1409	1432
Starting Vehs	159	143	157	154
Ending Vehs	181	197	176	176
Travel Distance (mi)	1034	997	959	996
Travel Time (hr)	46.9	41.1	39.5	42.4
Total Delay (hr)	21.0	16.2	15.3	17.4
Total Stops	1562	1386	1341	1433
Fuel Used (gal)	41.8	38.6	37.5	39.3

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1323	1361	1378	1330	1274	1416	1354
Vehs Exited	1343	1374	1421	1365	1308	1378	1362
Starting Vehs	151	158	187	207	182	156	169
Ending Vehs	131	145	144	172	148	194	161
Travel Distance (mi)	894	942	943	935	894	952	900
Travel Time (hr)	36.2	41.1	39.6	41.7	35.2	40.3	38.5
Total Delay (hr)	13.4	17.3	15.6	18.2	12.8	16.1	15.5
Total Stops	1266	1354	1355	1267	1222	1392	1243
Fuel Used (gal)	35.1	37.3	37.2	37.5	34.8	37.7	35.7

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1338	1283	1301	1336
Vehs Exited	1373	1303	1363	1359
Starting Vehs	181	197	176	176
Ending Vehs	146	177	114	153
Travel Distance (mi)	964	900	935	926
Travel Time (hr)	41.1	37.9	39.1	39.1
Total Delay (hr)	16.9	15.2	15.7	15.7
Total Stops	1304	1182	1323	1289
Fuel Used (gal)	38.8	36.1	37.4	36.8

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	1334	1346	1359	1384	1296	1364	1304
Vehs Exited	1340	1329	1342	1415	1310	1389	1292
Starting Vehs	131	145	144	172	148	194	161
Ending Vehs	125	162	161	141	134	169	173
Travel Distance (mi)	954	933	950	1001	894	946	914
Travel Time (hr)	36.4	37.5	37.4	41.0	35.3	42.2	40.3
Total Delay (hr)	12.7	13.8	13.4	16.2	12.8	18.5	17.4
Total Stops	1219	1267	1226	1328	1182	1282	1203
Fuel Used (gal)	36.6	36.3	37.1	39.6	34.3	38.1	36.0

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	1269	1340	1303	1330
Vehs Exited	1289	1376	1288	1337
Starting Vehs	146	177	114	153
Ending Vehs	126	141	129	146
Travel Distance (mi)	879	931	916	932
Travel Time (hr)	32.8	37.7	35.4	37.6
Total Delay (hr)	10.9	14.3	12.6	14.3
Total Stops	1081	1311	1192	1228
Fuel Used (gal)	34.2	37.0	35.4	36.5

5: E Bidwell St & Alder Creek Pkwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.2	0.8	0.0	0.0	0.1
Total Delay (hr)	0.2	8.7	4.1	0.1	1.3	0.6	15.0
Total Del/Veh (s)	23.8	67.2	11.2	6.4	17.3	1.9	16.4

6: E Bidwell St & US-50 EB Ramps Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.3	0.0	0.0	0.5
Denied Del/Veh (s)	0.5	2.4	0.0	0.0	0.4
Total Delay (hr)	5.7	2.1	6.1	5.4	19.3
Total Del/Veh (s)	20.2	16.0	12.5	13.1	14.7

7: E Bidwell St & US-50 WB Ramps Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.1	0.0	0.1	0.2
Denied Del/Veh (s)	0.6	0.4	0.0	0.2	0.2
Total Delay (hr)	1.9	3.5	11.1	3.7	20.2
Total Del/Veh (s)	17.1	17.8	18.0	12.3	16.5

Total Network Performance

Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.5
Total Delay (hr)	60.3
Total Del/Veh (s)	38.7

Intersection: 5: E Bidwell St & Alder Creek Pkwy

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	T	T	R	L	L	T	T
Maximum Queue (ft)	28	85	591	186	180	54	100	111	102	85
Average Queue (ft)	2	20	302	100	78	11	43	67	30	22
95th Queue (ft)	15	84	613	160	146	38	83	100	85	66
Link Distance (ft)		907	907	3178	3178				395	395
Upstream Blk Time (%)			0							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)	250					250	250	250		
Storage Blk Time (%)					0					
Queuing Penalty (veh)					0					

Intersection: 6: E Bidwell St & US-50 EB Ramps

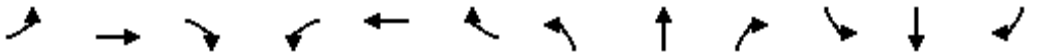
Movement	EB	EB	EB	NB	NB	B2	SB	SB
Directions Served	L	L	R	T	TR	T	T	T
Maximum Queue (ft)	278	303	290	249	265	4	243	244
Average Queue (ft)	170	182	141	164	168	0	130	125
95th Queue (ft)	246	265	247	239	241	4	216	209
Link Distance (ft)	922	922		736	736	395	1018	1018
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			400					
Storage Blk Time (%)			0					
Queuing Penalty (veh)			1					

Intersection: 7: E Bidwell St & US-50 WB Ramps

Movement	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	L	R	R	T	TR	T	T	T
Maximum Queue (ft)	137	139	193	213	395	403	262	215	148
Average Queue (ft)	68	83	118	126	210	216	175	129	32
95th Queue (ft)	116	125	178	188	344	346	253	215	114
Link Distance (ft)		1313	1313		1018	1018	246	246	246
Upstream Blk Time (%)							1	0	
Queuing Penalty (veh)							0	0	
Storage Bay Dist (ft)	380			380					
Storage Blk Time (%)									
Queuing Penalty (veh)									

Network Summary

Network wide Queuing Penalty: 1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	970	0	460	0	0	0	0	1170	0	0	920	0
Future Volume (veh/h)	970	0	460	0	0	0	0	1170	0	0	920	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1054	0	500				0	1272	0	0	1000	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1264	0	580				0	1721		0	1721	
Arrive On Green	0.37	0.00	0.37				0.00	0.48	0.00	0.00	0.48	0.00
Sat Flow, veh/h	3456	0	1585				0	3741	0	0	3647	1585
Grp Volume(v), veh/h	1054	0	500				0	1272	0	0	1000	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	0	0	1777	1585
Q Serve(g_s), s	19.1	0.0	20.1				0.0	19.7	0.0	0.0	13.9	0.0
Cycle Q Clear(g_c), s	19.1	0.0	20.1				0.0	19.7	0.0	0.0	13.9	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1264	0	580				0	1721		0	1721	
V/C Ratio(X)	0.83	0.00	0.86				0.00	0.74		0.00	0.58	
Avail Cap(c_a), veh/h	1711	0	785				0	1848		0	1848	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	20.2				0.0	14.2	0.0	0.0	12.7	0.0
Incr Delay (d2), s/veh	2.0	0.0	5.9				0.0	2.6	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	7.7				0.0	6.9	0.0	0.0	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	26.1				0.0	16.8	0.0	0.0	13.9	0.0
LnGrp LOS	C	A	C				A	B		A	B	
Approach Vol, veh/h		1554						1272	A		1000	A
Approach Delay, s/veh		23.3						16.8			13.9	
Approach LOS		C						B			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		38.6		30.1		38.6						
Change Period (Y+Rc), s		5.3		5.0		5.3						
Max Green Setting (Gmax), s		35.7		34.0		35.7						
Max Q Clear Time (g_c+I1), s		21.7		22.1		15.9						
Green Ext Time (p_c), s		11.5		3.0		13.0						

Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	390	710	1510	0	0	1030
Future Volume (veh/h)	390	710	1510	0	0	1030
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	424	772	1641	0	0	1120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	1132	914	1840		0	2644
Arrive On Green	0.33	0.33	0.52	0.00	0.00	0.52
Sat Flow, veh/h	3456	2790	3741	0	0	5443
Grp Volume(v), veh/h	424	772	1641	0	0	1120
Grp Sat Flow(s),veh/h/ln	1728	1395	1777	0	0	1702
Q Serve(g_s), s	6.3	17.1	27.5	0.0	0.0	9.0
Cycle Q Clear(g_c), s	6.3	17.1	27.5	0.0	0.0	9.0
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	1132	914	1840		0	2644
V/C Ratio(X)	0.37	0.84	0.89		0.00	0.42
Avail Cap(c_a), veh/h	1817	1467	1852		0	2661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	20.8	14.4	0.0	0.0	9.9
Incr Delay (d2), s/veh	0.1	1.4	6.8	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.3	9.9	0.0	0.0	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	22.2	21.2	0.0	0.0	10.3
LnGrp LOS	B	C	C		A	B
Approach Vol, veh/h	1196		1641	A		1120
Approach Delay, s/veh	20.4		21.2			10.3
Approach LOS	C		C			B

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		39.8			39.8	26.8
Change Period (Y+Rc), s		5.3			5.3	5.0
Max Green Setting (Gmax), s		34.7			34.7	35.0
Max Q Clear Time (g_c+I1), s		29.5			11.0	19.1
Green Ext Time (p_c), s		4.9			15.9	2.7

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	10708	10684	10668	10725	10736	10764	10578
Vehs Exited	10616	10660	10673	10674	10683	10823	10591
Starting Vehs	234	264	273	239	221	305	281
Ending Vehs	326	288	268	290	274	246	268
Travel Distance (mi)	5144	5203	5149	5235	5230	5264	5123
Travel Time (hr)	309.8	289.9	308.5	348.1	303.4	306.1	277.5
Total Delay (hr)	173.2	152.4	171.8	210.1	164.6	166.9	141.1
Total Stops	11483	11373	11545	11695	11502	11540	11024
Fuel Used (gal)	241.9	236.8	241.4	252.2	241.9	244.8	233.2

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	10678	10629	10653	10682
Vehs Exited	10635	10587	10681	10666
Starting Vehs	247	236	285	256
Ending Vehs	290	278	257	276
Travel Distance (mi)	5173	5157	5200	5188
Travel Time (hr)	306.8	298.1	290.5	303.9
Total Delay (hr)	169.5	162.0	152.5	166.4
Total Stops	11346	11380	11310	11419
Fuel Used (gal)	240.3	239.0	237.4	240.9

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	2593	2537	2655	2655	2665	2635	2591
Vehs Exited	2564	2561	2685	2607	2577	2658	2621
Starting Vehs	234	264	273	239	221	305	281
Ending Vehs	263	240	243	287	309	282	251
Travel Distance (mi)	1247	1232	1286	1289	1286	1291	1277
Travel Time (hr)	65.2	63.1	71.9	66.7	69.3	70.7	68.9
Total Delay (hr)	32.2	30.9	38.0	32.6	35.1	36.5	34.9
Total Stops	2591	2431	2803	2664	2720	2763	2618
Fuel Used (gal)	56.5	55.1	59.0	58.3	58.6	59.0	58.0

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	2600	2614	2627	2617
Vehs Exited	2572	2559	2632	2604
Starting Vehs	247	236	285	256
Ending Vehs	275	291	280	271
Travel Distance (mi)	1250	1231	1286	1267
Travel Time (hr)	64.5	66.9	69.7	67.7
Total Delay (hr)	31.2	34.3	35.6	34.1
Total Stops	2540	2609	2710	2648
Fuel Used (gal)	56.6	56.6	58.7	57.6

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	2766	2780	2838	2768	2805	2899	2785
Vehs Exited	2757	2752	2766	2747	2802	2842	2725
Starting Vehs	263	240	243	287	309	282	251
Ending Vehs	272	268	315	308	312	339	311
Travel Distance (mi)	1317	1342	1375	1343	1368	1393	1336
Travel Time (hr)	76.8	74.7	88.2	84.0	83.5	84.6	74.2
Total Delay (hr)	41.6	39.0	51.8	48.7	47.5	48.0	38.5
Total Stops	2905	3022	3225	2951	2942	3186	3028
Fuel Used (gal)	61.8	60.6	65.3	63.4	64.0	65.0	61.0

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	2767	2789	2821	2799
Vehs Exited	2736	2742	2814	2768
Starting Vehs	275	291	280	271
Ending Vehs	306	338	287	303
Travel Distance (mi)	1337	1343	1369	1352
Travel Time (hr)	86.4	81.0	79.9	81.3
Total Delay (hr)	50.7	45.3	43.4	45.4
Total Stops	3189	3156	3098	3072
Fuel Used (gal)	63.1	62.7	63.1	63.0

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	2689	2729	2604	2669	2743	2606	2571
Vehs Exited	2639	2668	2627	2630	2727	2683	2615
Starting Vehs	272	268	315	308	312	339	311
Ending Vehs	322	329	292	347	328	262	267
Travel Distance (mi)	1287	1345	1243	1298	1337	1297	1253
Travel Time (hr)	86.7	77.0	80.8	99.6	82.2	82.6	67.1
Total Delay (hr)	52.5	41.6	47.2	65.2	46.7	48.3	33.9
Total Stops	2870	2979	2935	3036	3087	2917	2649
Fuel Used (gal)	62.9	61.7	60.2	65.8	62.8	62.6	57.3

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	2574	2554	2689	2642
Vehs Exited	2628	2615	2668	2651
Starting Vehs	306	338	287	303
Ending Vehs	252	277	308	297
Travel Distance (mi)	1267	1270	1302	1290
Travel Time (hr)	78.4	76.6	75.6	80.6
Total Delay (hr)	45.2	43.4	41.0	46.5
Total Stops	2676	2793	2951	2889
Fuel Used (gal)	59.8	59.5	59.5	61.2

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	2660	2638	2571	2633	2523	2624	2631
Vehs Exited	2656	2679	2595	2690	2577	2640	2630
Starting Vehs	322	329	292	347	328	262	267
Ending Vehs	326	288	268	290	274	246	268
Travel Distance (mi)	1293	1285	1244	1304	1239	1283	1258
Travel Time (hr)	81.2	75.1	67.5	97.8	68.5	68.2	67.3
Total Delay (hr)	46.9	40.9	34.7	63.7	35.4	34.2	33.7
Total Stops	3117	2941	2582	3044	2753	2674	2729
Fuel Used (gal)	60.8	59.5	56.9	64.7	56.5	58.2	56.9

Interval #4 Information

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	2737	2672	2516	2620
Vehs Exited	2699	2671	2567	2641
Starting Vehs	252	277	308	297
Ending Vehs	290	278	257	276
Travel Distance (mi)	1318	1314	1244	1278
Travel Time (hr)	77.5	73.5	65.4	74.2
Total Delay (hr)	42.4	39.0	32.5	40.3
Total Stops	2941	2822	2551	2815
Fuel Used (gal)	60.8	60.2	56.2	59.1

2: Street A & Street B Performance by movement

Movement	EBR	WBL	WBT	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.2
Total Delay (hr)	0.7	1.0	0.2	0.1	0.0	1.9
Total Del/Veh (s)	8.0	9.5	7.4	6.0	0.2	8.5

3: Alder Creek Parkway & Street A Performance by movement

Movement	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1
Total Delay (hr)	0.0	2.9	2.9
Total Del/Veh (s)	0.5	13.2	12.7

4: Street D & Alder Creek Parkway Performance by movement

Movement	EBT	WBL	WBT	WBR	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	0.3	0.7	0.0	0.0	0.7	0.0	1.8
Total Del/Veh (s)	1.6	28.3	2.0	1.4	17.6	0.6	5.6

5: E Bidwell St & Alder Creek Parkway/Alder Creek Pkwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.6	3.4	1.4	0.3	1.1	0.0	0.0	0.0
Total Delay (hr)	12.3	0.7	0.7	0.5	0.8	3.8	1.6	14.5	0.1	4.5	9.2	0.1
Total Del/Veh (s)	59.7	31.8	18.9	55.1	54.6	29.8	72.5	39.1	15.6	60.2	25.4	7.9

5: E Bidwell St & Alder Creek Parkway/Alder Creek Pkwy Performance by movement

Movement	All
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.5
Total Delay (hr)	48.9
Total Del/Veh (s)	38.3

6: E Bidwell St Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	0.0	0.3
Denied Del/Veh (s)	0.0	0.5	0.6	0.2
Total Delay (hr)	2.7	1.3	0.1	4.1
Total Del/Veh (s)	3.7	2.8	1.8	3.3

7: Street D & Street B Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.4	0.0	0.2	0.1
Total Delay (hr)	0.0	0.4	0.1	0.1	0.1	0.2	0.9
Total Del/Veh (s)	4.5	7.5	4.2	5.5	6.4	3.8	5.5

Total Zone Performance

Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.8
Total Delay (hr)	60.5
Total Del/Veh (s)	1688.3

Intersection: 2: Street A & Street B

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	L
Maximum Queue (ft)	157	133	61	58
Average Queue (ft)	70	64	32	21
95th Queue (ft)	125	108	49	52
Link Distance (ft)	761		547	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		250		300
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 3: Alder Creek Parkway & Street A

Movement	SB
Directions Served	L
Maximum Queue (ft)	284
Average Queue (ft)	115
95th Queue (ft)	223
Link Distance (ft)	696
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	1
Queuing Penalty (veh)	0

Intersection: 4: Street D & Alder Creek Parkway

Movement	EB	WB	WB	NB
Directions Served	T	L	TR	R
Maximum Queue (ft)	48	135	2	161
Average Queue (ft)	5	53	0	60
95th Queue (ft)	38	108	2	127
Link Distance (ft)	555		392	389
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)		250		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: E Bidwell St & Alder Creek Parkway/Alder Creek Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	301	318	369	94	137	46	67	132	346	272	91	275
Average Queue (ft)	226	233	196	31	52	7	27	30	68	172	32	73
95th Queue (ft)	306	315	375	67	108	31	59	118	277	278	73	232
Link Distance (ft)			392	392				907	907			
Upstream Blk Time (%)			1									
Queuing Penalty (veh)			4									
Storage Bay Dist (ft)	300	300			250	250	250			250	250	250
Storage Blk Time (%)	1	2	2						0	8		0
Queuing Penalty (veh)	0	1	17						0	2		0

Intersection: 5: E Bidwell St & Alder Creek Parkway/Alder Creek Pkwy

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	523	527	275	174	275	447	427	274
Average Queue (ft)	305	314	35	98	142	254	257	43
95th Queue (ft)	463	471	170	155	257	389	380	186
Link Distance (ft)	3157	3157				687	687	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			250	250	250			250
Storage Blk Time (%)	15	17	0		0	6	8	0
Queuing Penalty (veh)	12	5	0		0	16	5	0

Intersection: 6: E Bidwell St

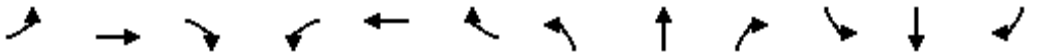
Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	61	59
Average Queue (ft)	2	2
95th Queue (ft)	44	39
Link Distance (ft)	290	290
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Street D & Street B

Movement	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	TR
Maximum Queue (ft)	32	98	56	62	99
Average Queue (ft)	10	51	25	25	51
95th Queue (ft)	33	81	50	51	84
Link Distance (ft)		382		690	85
Upstream Blk Time (%)					1
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	250		300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 63



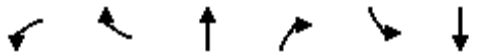
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	970	0	630	0	0	0	0	1771	0	0	1227	0
Future Volume (veh/h)	970	0	630	0	0	0	0	1771	0	0	1227	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1054	0	685				0	1925	0	0	1334	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Cap, veh/h	1288	0	591				0	1896		0	1896	
Arrive On Green	0.37	0.00	0.37				0.00	0.53	0.00	0.00	0.53	0.00
Sat Flow, veh/h	3456	0	1585				0	3741	0	0	3647	1585
Grp Volume(v), veh/h	1054	0	685				0	1925	0	0	1334	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	0	0	1777	1585
Q Serve(g_s), s	30.3	0.0	41.0				0.0	58.7	0.0	0.0	30.8	0.0
Cycle Q Clear(g_c), s	30.3	0.0	41.0				0.0	58.7	0.0	0.0	30.8	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1288	0	591				0	1896		0	1896	
V/C Ratio(X)	0.82	0.00	1.16				0.00	1.02		0.00	0.70	
Avail Cap(c_a), veh/h	1288	0	591				0	1896		0	1896	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	34.5				0.0	25.7	0.0	0.0	19.2	0.0
Incr Delay (d2), s/veh	4.0	0.0	89.5				0.0	24.5	0.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	0.0	30.0				0.0	28.2	0.0	0.0	11.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	0.0	124.0				0.0	50.1	0.0	0.0	21.1	0.0
LnGrp LOS	D	A	F				A	F		A	C	
Approach Vol, veh/h		1739						1925	A		1334	A
Approach Delay, s/veh		70.1						50.1			21.1	
Approach LOS		E						D			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	64.0	46.0	64.0
Change Period (Y+Rc), s	5.3	5.0	5.3
Max Green Setting (Gmax), s	58.7	41.0	58.7
Max Q Clear Time (g_c+I1), s	60.7	43.0	32.8
Green Ext Time (p_c), s	0.0	0.0	20.1

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	482	710	1869	0	0	1246
Future Volume (veh/h)	482	710	1869	0	0	1246
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	524	772	2032	0	0	1354
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	1065	859	2037		0	2927
Arrive On Green	0.31	0.31	0.57	0.00	0.00	0.57
Sat Flow, veh/h	3456	2790	3741	0	0	5443
Grp Volume(v), veh/h	524	772	2032	0	0	1354
Grp Sat Flow(s),veh/h/ln	1728	1395	1777	0	0	1702
Q Serve(g_s), s	10.7	23.0	49.4	0.0	0.0	13.4
Cycle Q Clear(g_c), s	10.7	23.0	49.4	0.0	0.0	13.4
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	1065	859	2037		0	2927
V/C Ratio(X)	0.49	0.90	1.00		0.00	0.46
Avail Cap(c_a), veh/h	1196	965	2037		0	2927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	28.7	18.4	0.0	0.0	10.7
Incr Delay (d2), s/veh	0.1	9.7	19.4	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	8.5	21.5	0.0	0.0	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.6	38.4	37.8	0.0	0.0	11.2
LnGrp LOS	C	D	D		A	B
Approach Vol, veh/h	1296		2032	A		1354
Approach Delay, s/veh	32.8		37.8			11.2
Approach LOS	C		D			B

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	55.0				55.0	31.7
Change Period (Y+Rc), s	5.3				5.3	5.0
Max Green Setting (Gmax), s	49.7				49.7	30.0
Max Q Clear Time (g_c+I1), s	51.4				15.4	25.0
Green Ext Time (p_c), s	0.0				24.5	1.8

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Attachment 11

Folsom Ranch Parcels 61 and 77 Commercial Design Guidelines Dated May 28, 2021

FOLSOM RANCH

COMMERCIAL DESIGN GUIDELINES

FOLSOM

R · A · N · C · H

COMMERCIAL DESIGN GUIDELINES

MAY 28, 2021

PCCP

JDA

JEFFREY DeMURE + ASSOCIATES

ARCHITECTS PLANNERS

TSD ENGINEERING, INC.

YAMASAKI

LANDSCAPE ARCHITECTURE

TABLE OF CONTENTS

PAGE INTENTIONALLY LEFT BLANK

01

INTRODUCTION

1.1 INTRODUCTION AND SETTING

Folsom Ranch is located in Folsom, CA, bounded by Highway 50 to the north, White Rock Road to the south, the Sacramento County / El Dorado County line to the east, and Prairie City Road to the west. These Commercial Guidelines specifically pertain to certain Commercial Parcels within the Folsom Ranch Plan Area, which are highlighted in Exhibit 1.1 (the "Commercial Parcels").

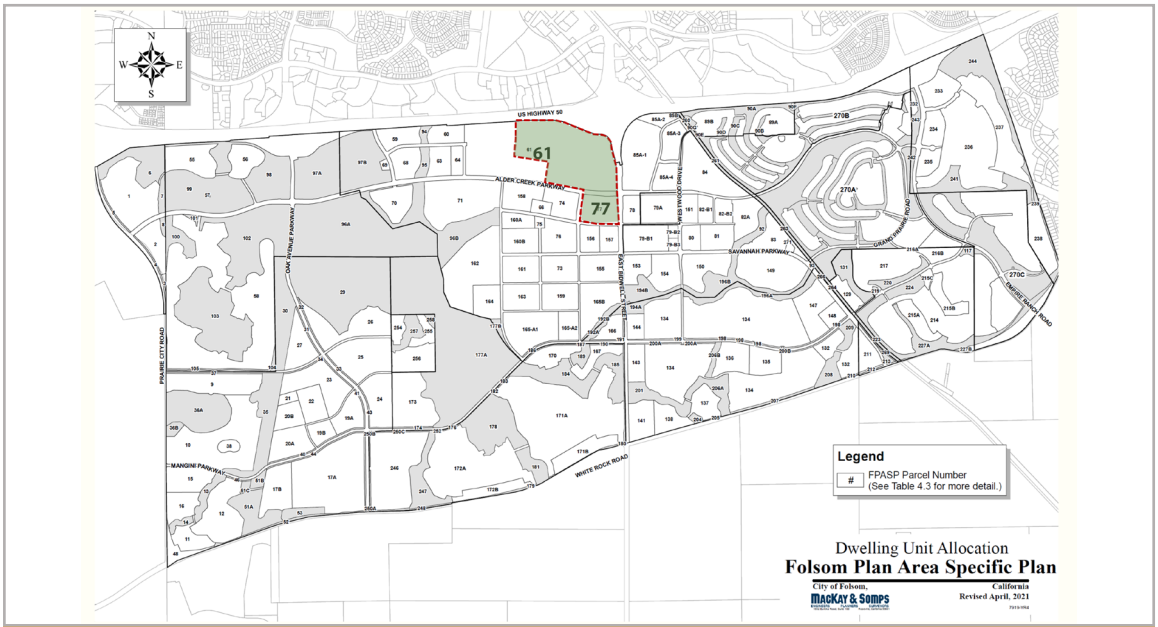


EXHIBIT 1.1 - VICINITY MAP PARCEL 61 (LOTS 1 - 3) AND PARCEL 77

1.2 PURPOSE

This document intends to supplement and work in concert with the existing governing documents within the Folsom Ranch plan area— specifically, the approved and amended Folsom Ranch Specific Plan and the approved Community Design Guidelines. These Commercial Design Guidelines aim to guide the design and development of the Commercial Parcels and provide a mechanism for design review by the master developer to ensure a consistent, thoughtful level of design and quality within the subject sites.

The guidelines address the design criteria inherent to commercial design and cover the most critical features, such as massing, scale, and proportion. Further, the guidelines intend to inspire innovative and creative architectural design by describing and articulating a consistent threshold of quality and character, without being prescriptive about architectural style.

All Commercial Projects will require review through the Folsom Ranch Commercial Design Review Committee, which process is outlined in Section 3 of this document, and through the design review or planned development process.

1.3 DESIGN REVIEW

The design review process described in this section intends to ensure that commercial projects developed for Folsom Ranch contribute to the character and quality envisioned for the overall community. This two-step process aims to be efficient without compromising the quality of design solutions. The Folsom Ranch Commercial Design Review Committee (FRCDRC), comprised of representatives of the master developer and appointed design professionals, will review all commercial designs developed for Folsom Ranch before submittal to the city.

This document is written with the specific goal of timeless intentionality. With trends in architectural design, planning, and business changing faster than ever, this document, as well as the FRCDRC, intends to encourage innovation and progress by allowing appropriate evolutions of the vision conveyed herein. The approval process permits that such submittals demonstrate a consistency of vision, strong design intent, and compatibility with any existing approved projects within the Commercial District.

Step 1: Schematic Design Review

This step is intended to establish and define the project's architectural and landscape character and concepts at the schematic design phase.

Submittal Requirements:

1. Statement of Design Intent.
2. Location map.
3. Landscape concept plans
4. Preliminary building footprints or floor plans (minimum 1/4"=1'-0" scale)
5. Four-sided schematic elevations (minimum 1/4"=1'-0" scale)

Upon submission of a package that has been deemed complete per the submittal requirements above, the FRCDRC shall convene to review the submittal and provide feedback to the applicant through either a meeting, phone conference, or in writing as the FRCDRC deems appropriate. If the FRCDRC believes that modifications are necessary to the submittal, this direction will be provided to the applicant and will necessitate a re-submittal of the schematic designs and repeat of the review process. This process will continue until the FRCDRC approves the design, at which point the FRCDRC will approve the applicant to progress to Step 2: Final Design Review.

Step 2: Final Design Review

This step is intended to review the specific design for the architectural and landscape elements of the project. Upon receiving Schematic Design Review Approval, the applicant shall prepare more detailed project plans, which shall be submitted to the FRCDRC for review and approval. Plans shall be a progression of the approved plan and direction established during the Schematic Design Review.

Civil/Planning Requirements:

1. Location Map showing project location.
2. Site plan (minimum 1”=20’ scale).

Landscape Requirements:

1. Landscape design plans, identifying general planting scheme, street trees, parking lot planting, landscape buffer planting, building-adjacent planting (minimum 1”=20’ scale).
2. Color site landscape illustrative to include a pictorial legend of selected plant materials.

Architectural Requirements:

1. Statement of Design Intent.
2. Building floor plans (minimum 1/4”=1’-0” scale).
3. Four-sided black & white elevations keyed with color and materials (minimum 1/4”=1’-0” scale).
4. Four-sided color elevations (minimum 1/4”=1’-0” scale).
5. Perspective views of each primary façade (applicants may inquire of the FRCDRC which views are of particular interest prior for their specific project).
6. Architectural color and material sample board or equivalent information.

The FRCDRC will issue a Design Review Memorandum detailing the results of the Design Review with one of the following three responses.

1. Approved to move forward to city submittal.

2. Approved to move forward to city submittal with comments & conditions.

3. Denied with comments; resubmittal of Design Review is required.

NOTE: A Design Review Memorandum indicating approval is required to be included with any Folsom Ranch commercial design review submittal to the City of Folsom.

02

GENERAL PROJECT DESIGN

2.1 SITE DESIGN

Streetscape and roadway design are discussed at length in the Specific Plan and Community-Wide Design Guidelines; therefore, this document will address only the site design guidelines within the property lines of each commercial parcel.

2.1.1. GUIDING PRINCIPLES

- The following guiding principles apply to the site design of the Commercial Parcels:
- Provide a sense of place within each parcel through the use of safe and defined pedestrian paths of travel, gathering nodes, and well-designed wayfinding signage.
- Consider both pedestrian and automobile circulation to allow each to function optimally. (E.g., do not prioritize automobile circulation at the detriment of the pedestrian.)
- To the greatest extent possible, provide clear pedestrian safe paths of travel to and from the primary entrance, or a primary entrance node within each site design and from perimeter pedestrian walkways. Where feasible and logical, these paths of travel should extend to the sidewalk.

2.2 KEY DESIGN ELEMENTS

The Commercial Parcels have the potential to include a varied range of uses, either on separate parcels or integrated within parcels, including retail, entertainment, office, hospitality, and medical users. Regardless of the use, great commercial spaces blend form and function and consider key elements of both the horizontal design (planning) and the vertical design (building) in equal measure to create a unified expression that provides both tenants and patrons with an optimal experience. These key elements include primary elevations, secondary elevations, significant corners, gateways, and pedestrian pathways and nodes. This section will expand on these fundamental elements in further detail.

2.2.1 PRIMARY ELEVATIONS

Primary Elevations are oriented toward parking and pedestrian thoroughfares and should, therefore, be of an enhanced level of design and consider human-scale. These elevations should contain greater detail at the street level through arcades, enhanced entry areas, awnings, window displays, or other special features that emphasize pedestrian comfort and walkability. Blank building walls are not permitted, and long horizontal facades should feature “storefront type windows,” be divided into segments to create vertical divisions of material, color, or style changes, and include vertical planting materials and trellises.

2.2.2 SECONDARY ELEVATIONS

Secondary elevations are oriented toward major vehicular thoroughfares and should be designed to attract automobile traffic to the commercial destination. These elevations may be simplified and complementary expressions of the primary elevations using the same palette of quality materials with less coverage and a larger scale more proportionate to the scale of the structure and viewing from a distance.

In the case of two-sided buildings with parking on both sides, providing two points of entry, addressing adjacent parking fields or streets, is encouraged. It is recognized, however, that this is not always feasible for business operations.

2.2.3 SIGNIFICANT CORNERS

Building corners, when placed at the terminus of an axial relationship (such as at the end of a pedestrian thoroughfare), can provide the opportunity for distinctive architectural elements, such as towers or other vertical elements, enhanced window treatments, and enhanced building entries.

2.2.4 GATEWAYS

Gateways are thresholds between two uses or experiences. Gateways can be with signs that bridge over roadways to signify entering a new destination, freestanding pedestrian portals, or open passageways incorporated into the architectural expression of the building for pedestrians to pass through. Gateways should have distinctive qualities (such as unique materials, special lighting, accent pavers, seating) that distinguish them as unique spaces within the commercial site.

EXHIBIT 2.1 - ROADWAY GATEWAY EXAMPLE

EXHIBIT 2.2 - PEDESTRIAN GATEWAY EXAMPLE

2.2.5 PEDESTRIAN PATHWAYS AND NODES

Pedestrian pathways are dedicated thoroughfares or safe paths of travel from one place to another or through a parking field. Although vehicles may be able to cross these pathways, their design should encourage vehicles to slow and have a heightened sense of awareness for pedestrians. Examples of pedestrian pathway design elements include raised tabletop walkways, use of ground-level color, pattern, or texture, use of lighting, and incorporating bollards into the design.

03

RETAIL DESIGN

4.1 INTRODUCTION

It is recognized that retail is a broad category that can range in scale dramatically from small inline shops to big box stores and everything in between. Regardless of scale, certain design principles are universally applicable.

Rather than dictate a specific architectural style within this document, the goal is to encourage each design team to define an authentic concept and vision for each project, such that each project exhibits a distinctive design character or theme. This concept must be articulated through a statement of design intent to convey the thought and vision that led to the architectural solution.

4.2 MASS, SCALE & FORM

4.2.1 MASSING

When applicable to the scale of the building, vertical massing shall be broken into horizontal layers (e.g., base storefront, middle, top) to create a pedestrian scale.

4.2.2 ROOFLINES

Whether pitched or flat, rooflines and parapets shall be varied to create an aesthetically pleasing “roof bounce,” or skyline effect.

4.2.3 WALL PLANES

Facades greater than 40 feet in length, measured horizontally, should incorporate wall plane projections or recesses having a depth of at least three (3) percent of the length of the façade and extending at least twenty (20) percent of the length of the façade.

4.2.4 SHADOW

Shadow is an essential aspect of architecture that adds authenticity and animation throughout the day (not to mention much-needed comfort for pedestrians in the blistering summer months). Shadow is created through articulation, overhangs, arcades, awnings, recesses, cantilevers, etc. As it is recognized that the appropriateness of including these elements varies with the scale of the users, each project should consider various methods of adding shadow to the structure and discuss the design decisions made as a part of the statement of design intent.

4.3 RETAIL CHARACTER

Retail storefronts should exhibit character through the use of material changes, awnings, pedestrian-level signage, and other design features that distinguish each storefront as an individual statement and expression of the tenant's unique identity.

4.3.1 ENTRIES

Each retail establishment shall have clearly defined, highly visible entries featuring at least two (2) of the following:

- Canopy or portico
- Overhang
- Recess/projection
- Arcade
- Raised corniced parapet over the door
- Gable roof form at entry
- Outdoor seating
- Display windows
- Architectural details, such as tile or moldings, which are integrated into

building structure and design

- Integral planters or wing walls that incorporate landscaped areas and/or seating
- Unique entry door
- Enhanced ground plane treatments, such as stamping, color, inset tiles, etc.

4.3.2 MATERIALS

A diverse range of exterior building materials is recommended to enhance the architectural character of the retail buildings within the Commercial Parcels. Predominant exterior building materials shall be high-quality materials that respect and preserve the architectural integrity of the buildings. Transparent glass is the primary element to successful storefronts to provide views into the store; however, other complementary materials add character that glass alone cannot provide.

Allowed materials:

- Smooth, imperfect smooth, or light sand finish stucco
- Horizontal siding (may be cementitious or other high-quality alternative material)
- Vertical siding (may be cementitious or other high-quality alternative material)
- Board and batten siding (may be cementitious or other high-quality alternative material)
- Cementitious panel system with or without aluminum reveal
- Style-appropriate stone (may be veneer)
- Wood
- Metal (e.g., panels, corten, etc.)
- Brick

- Glass
- Concrete (e.g., board form—authentic or veneer)
- Plaster
- Wrought iron
- Canvas awnings
- Wood trellises
- Wood posts, beams, or brackets (authentic or high-quality alternative material)
- Pre-cast/natural stone or concrete trims, heads, and sills
- Metal roof elements (standing seam, corten, corrugated)
- Tile roof elements
- Decorative metal gutters, downspouts, and collectors, if and where appropriate
- Style-appropriate shutters
- Individually articulated window elements
- Tilt-up construction that utilizes imaginative forming techniques to add texture and shadow to otherwise unarticulated walls
- High-quality decorative building lighting

Prohibited materials:

- Heavy “knock-down” or “Spanish lace” stucco finishes
- Contrived stone veneers (for example, scattered across a building face to imply age or applied to a second floor without a substantial base material)
- Unfinished tilt-up wall panels
- Exposed concrete block walls
- Exposed aggregate walls
- Quoins

- Non-style specific stucco-over-foam trim or decorative appliques intended to compensate for expanses of façade lacking in detail

4.3.3 LIGHTING

Building lighting animates and activates retail environments, adds visual texture to building facades, and is a critical design element to creating a unique and welcoming retail destination.

- Lighting shall be appropriately scaled to the buildings, erring on the side of larger, rather than smaller.
- Lighting shall be spaced to provide an even wash of light on pedestrian paths of travel, including recessed entries. This can be accomplished through combination of building-mounted lighting, bollard lighting, and pedestal lighting.
- All sign lighting must be concealed or illuminated from above with down lighting to promote dark skies and avoid light pollution.
- Signed and storefront exteriors should be illuminated after hours to contribute to the evening pedestrian experience and sense of safety.
- Neon signage is only permitted when designed as an artistic expression.

4.3.4 AWNINGS

Awnings add dimension, interest, and vibrancy to the streetscape. Distinctive awning forms and patterns are encouraged to add individuality to storefronts.

- Awning design and placement shall complement the scale of the façade to enhance, rather than overwhelm, the design.
- Awnings shall be of quality material; vinyl, plastic, and internally lit awnings are not permitted.
- When several grouped storefronts employ the use of awnings, the awnings should be cohesive and complementary.

04

OFFICE DESIGN

INTRODUCTION

As with retail, office can vary broadly in form and planning design; however, certain guiding principles apply to these uses within Folsom Ranch.

Rather than dictate a specific architectural style or theme, the goal is to encourage each design team to define a concept and vision for each project and develop a concept and theme that complements and enhances the character of the community. Note that concepts should be defined after reviewing any existing adjacent development that has already occurred or is currently in the approval process within Folsom Ranch. This concept must be articulated through a statement of design intent to convey the thought and vision that led to the architectural solution.

5.1 MASS, SCALE & FORM

5.1.1 MASSING

When applicable to the scale of the building, vertical massing should be broken into horizontal layers (e.g., base, middle, top) to create a pedestrian scale.

5.1.2 WALL PLANES

Facades greater than 40 feet in length, measured horizontally, should either 1) incorporate wall plane projections or recesses having a depth of at least three (3) percent of the length of the façade and extending at least twenty (20) percent of the length of the façade, or 2) incorporate window shading, recessed, windows, or other window articulation to add interest and shadow to the façade.

5.1.3 SHADOW

Shadow is an essential aspect of architecture that animates structures throughout the day. Shadow is created through articulation, overhangs,

awnings, recesses, stand-off signage, light fixtures, etc. As it is recognized that the appropriateness of including these elements varies with the scale of the users, each project should consider various methods of adding shadow to the structure and discuss the design decisions employed as a part of the statement of design intent.

5.2 OFFICE CHARACTER

Office character is intentionally more simplified and abstracted than its retail counterparts. Character is conveyed through the thoughtful use of color, patterns (e.g., expansion joints), appropriate window scale, shade, and shadow.

5.2.1 ENTRIES

Each building shall have a clearly defined, highly visible main entry that unequivocally conveys the point of entry for visitors. Any secondary access points (e.g., staff-only, service, etc.) should be clearly delineated such that visitors are not confused with wayfinding.

Entries should provide no less than 4' of cover for weather protection, which may be accomplished through awnings or recessed entries, or a combination thereof.

Entries are encouraged to consider the ground plane and utilize enhanced walkway treatments at the main entry, such as stamping, color, inset tiles, etc.

Street furniture and landscape, such as large potted plants, tree wells, benches, bollards, etc. should be of a higher concentration nearest the main entry to draw focus, assist in wayfinding, and create a buffer between parking and buildings.

5.2.2 MATERIALS

While exhibiting a simplified palette of materials is appropriate and expected for Office buildings, the concentration of materials is essential. Accent materials should be thoughtfully employed on all four sides of buildings; however, their greatest concentration should be adjacent to the primary entry. For example, a building may feature a stone wainscot that transitions into a covered entry with stone supports.

Allowed materials:

- Smooth, imperfect smooth, or light sand finish stucco
- Cementitious panel system with or without aluminum reveal
- Tinted/textured concrete masonry units
- Style-appropriate stone (natural or created)
- Metal (e.g., panels, Corten, etc.)
- Brick
- Glass
- Concrete (e.g., board form—authentic or veneer)
- Plaster
- Wrought iron
- Metal blade awnings
- Wood trellises (authentic or high-quality alternative material)
- Pre-cast stone or concrete trims, heads, and sills
- Metal roof elements (standing seam, Corten, corrugated)
- Concrete tile roof elements
- Decorative metal gutters, downspouts, and collectors, if and where appropriate
- Tilt-up construction that utilizes imaginative forming techniques to add texture and shadow to otherwise unarticulated walls

Prohibited materials:

- Heavy “knock-down” or “Spanish lace” stucco finishes
- Contrived stone veneers (for example, scattered across a building face to imply age or applied to a second floor without a substantial base material)
- Unfinished tilt-up wall panels
- Exposed concrete block walls
- Exposed aggregate walls
- Quoins
- Non-style specific stucco-over-foam trim or decorative appliques intended to compensate for expanses of façade lacking in detail

5.2.3 COLOR & MATERIAL PALETTES

Color is one of the most effective solutions for differentiating Office buildings. A rich color palette is encouraged without being garish or obtrusive. Color palettes should typically include at least two body colors, one accent color, and one accent material from the list in section 7.2.2 above. The color & material palette must be submitted to the RFCDRC for review and approval, and thoughtful deviations to the suggested quantities of colors and materials will be considered.

5.2.4 LIGHTING

Building lighting animates and activates environments, adds visual texture to building facades, and is a critical design element to creating a unique and welcoming commercial district.

- Lighting shall be appropriately scaled to the buildings, erring on the side of larger, rather than smaller.
- Buildings should be washed with light at night, which can be accomplished through building-mounted up-down sconce lighting (preferred),

eave-integrated down lighting, ground-mounted up lighting, or a combination of these solutions.

05

MULTIFAMILY DESIGN

INTRODUCTION

Multifamily projects within the Commercial Parcels are encouraged to present a more urban design expression than other multifamily projects within the Plan Area might exhibit.

Rather than dictate a specific architectural style or theme, the goal is to encourage each design team to define a concept and vision for each project and develop a concept and theme that complements and enhances the character of the community. Note that concepts should be defined after reviewing any existing adjacent development that has already occurred or is currently in the approval process within Folsom Ranch. This concept must be articulated through a statement of design intent to convey the thought and vision that led to the architectural solution. Design teams are encouraged to collaborate with the FRCDRC during due diligence to ensure the project vision is consistent with the overall neighborhood vision. Before initiating design, applicants are encouraged to provide the FRCDRC with both a site plan and elevation examples during due diligence or before formal submittal. Elevation examples may be renderings, sketches, or photographs, and do not need to be project-specific, but instead should be representative of the type of project that the applicant intends to construct.6.1 Mass, Scale & Form

7.1 PLANNING

Adjacent land uses must be considered during the site planning and design phase such that each multifamily site is a good neighbor and complementary to its adjacent land uses. For example, a multifamily site adjacent to a single-family site should consider walls and parking carefully, choosing to thoughtfully address the neighbors with landscape and buildings, rather than erect a sound wall and function as an island. When appropriate, connections with adjacent uses (especially retail) should be celebrated through pedestrian portals and safe paths of travel.

7.2 MASS, SCALE & FORM

7.2.1 MASSING

Vertical massing should be broken into horizontal layers (e.g., base, middle, top) to create a pedestrian scale.

7.2.2 WALL PLANES

Facades should either 1) incorporate wall plane projections or recesses having a depth of at least five (5) inches, or 2) incorporate window shading, recessed, windows, or other window articulation to add interest and shadow to the façade.

7.2.3 SHADOW

Shadow is an essential aspect of architecture that animates structures throughout the day. Shadow is created through articulation, overhangs, awnings, recesses, stand-off signage, light fixtures, etc. As it is recognized that the appropriateness of including these elements varies with the architectural style being employed, each project should consider various methods of adding shadow to the structure and discuss the design decisions employed as a part of the statement of design intent.

7.3 MULTIFAMILY CHARACTER

Multifamily character is intentionally more simplified and abstracted than its single-family counterparts, and detail is applied in a scale appropriate to the larger scale of the buildings. Character is enhanced through the thoughtful use of color, texture, patterns, materials, appropriate window scale, shade, and shadow.

7.3.1 ARCHITECTURAL STYLES

The multifamily projects within the Commercial Parcels are permitted to utilize only American architectural styles, which may be presented as a traditional version of a style or a modern/contemporary interpretation.

7.3.2 ENTRIES

Individual unit entries should be recessed or protected with an overhang or awning.

7.3.3 MATERIALS

The placement and concentration of materials are essential. Accent materials should be thoughtfully employed on all sides of a project's perimeter buildings (e.g., those buildings that are adjacent to other uses). Interior buildings are permitted to exhibit a simplified application of materials; however, the greatest concentration of accent materials should be adjacent to the primary entry.

Allowed materials:

- Smooth, imperfect smooth, or light sand finish stucco
- Cementitious panel system with or without aluminum reveal
- Horizontal siding
- Board and batten siding
- Style-appropriate stone (natural or created)
- Metal (e.g., panels, Corten, etc.)
- Brick
- Glass
- Concrete (e.g., board form—authentic or veneer)
- Plaster

- Wrought iron
- Metal blade awnings
- Wood trellises (authentic or high-quality alternative material)
- Pre-cast stone or concrete trims, heads, and sills
- Metal roofing (standing seam, Corten, corrugated)
- Concrete tile roofing
- Architectural composition asphalt shingle roofing
- Decorative metal gutters, downspouts, and collectors, if and where appropriate

Prohibited materials:

- Heavy “knock-down” or “Spanish lace” stucco finishes
- Contrived stone veneers (for example, scattered across a building face to imply age or applied to a second floor without a substantial base material)
- Exposed concrete block walls
- Exposed aggregate walls
- Quoins
- Non-style specific stucco-over-foam trim or decorative appliques intended to compensate for expanses of façade lacking in detail

7.3.4 COLOR & MATERIAL PALETTES

Color palettes must be appropriate to the architectural style being presented; as such, they may be rich and vibrant or bold in their simplicity. For example, Farmhouse architecture is appropriate with vibrant colors such as barn red, navy blue, and hunter green; yet it is also appropriate in all white. The critical aspect of the color concept is its connection to the architecture. The color & material palette must be submitted to the RFCDRC for review and approval, along with an explanation of the color concept, including how it relates to the architecture.

7.3.5 LIGHTING

Building lighting animates and activates environments, adds visual texture to building facades, and is a critical design element to creating a unique and welcoming commercial district.

- Lighting shall be appropriately scaled to the buildings, erring on the side of larger, rather than smaller.
- Buildings should be washed with light at night, which can be accomplished through building-mounted up-down sconce lighting, eave-integrated down lighting, ground-mounted up lighting, or a combination of these solutions.