

PLANNING COMMISSION AGENDA
August 18, 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, and if desired, specifically requesting that their comments be read into the record. 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: Bill Miklos, Ralph Peña, Barbara Leary, Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Chair Justin Raithel

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

PLEDGE OF ALLEGIANCE

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

MINUTES

The minutes of August 4, 2021 will be presented for approval.

NEW BUSINESS

1. PN 21-184 The Nomination of Street Names for Folsom Plan Area Specific Plan (FPASP) Parcels 61 and 77 and Determination that the Project is Exempt from CEQA

A public meeting to consider a nomination from TK Consulting, Inc. for proposed street names for the previously approved FPASP Parcels 61 and 77 Project. The project is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3)(Review for Exemption) of the CEQA Guidelines. **(Project Planner: Senior Planner, Stephanie Henry)**

2. PN 20-279, Mangini Place Apartments Design Review, Minor Administrative Modification, Density Bonus/Development Standard Concessions/Waivers/Reductions and Determination that the Project is Exempt from CEQA

A public meeting to consider a request for a 152-unit 100 percent affordable apartment community (Mangini Place Apartments) on a 5.2-acre site for approval of Design Review, a Minor Administrative Modification and Density Bonus/Development Standard Concessions/Waivers/Reductions, on a project site located on the northwest corner of Mangini Parkway and Savannah Parkway in the Folsom Plan Area Specific Plan (APN: 072-3370-007). The zoning classification for the site is SP-MU-PD, and the General Plan land use designation is Mixed Use. The project is exempt from the California Environmental Quality Act in accordance with Government Code Section 65457 and Section 15182(c) of the CEQA Guidelines. **(Project Planner: Kathy Pease, Contract Planner/Applicant: St. Anton)**

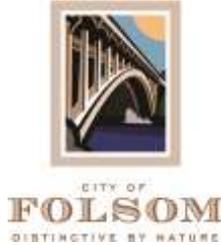
PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **September 1, 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
August 4, 2021
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

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

ABSENT: Peña

CITIZEN COMMUNICATION: None

MINUTES: The minutes of July 21, 2021 were approved as amended.

NEW BUSINESS

1. PN 21-096, White Rock Springs Ranch Village 9 Residential Design Review

A Public Meeting to consider a request from Richmond American Homes for approval of a Design Review application for 42 traditional single-family residential units located within Village 9 of the previously approved White Rock Springs Ranch Subdivision. The zoning classifications for the site is SP-SF, while the General Plan land-use designations is SF. The City, as lead agency, previously determined that the White Rock Springs Ranch Subdivision is entirely consistent with the Folsom Plan Area Specific Plan (FPASP), and is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15183. **(Project Planner: Josh Kinkade/Applicant: Richmond American Homes)**

COMMISSIONER REYNOLDS MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 42 SINGLE-FAMILY RESIDENTIAL UNITS AS ILLUSTRATED ON ATTACHMENT 7 THROUGH 9 FOR THE WHITE ROCK SPRINGS RANCH VILLAGE 9 PROJECT (PN 21-096) SUBJECT TO THE FINDINGS (FINDINGS A-J) AND CONDITIONS OF APPROVAL (CONDITIONS 1-14) ATTACHED TO THE REPORT INCLUDING INCORPORATING THE FOLLOWING INTO CONDITION NO. 12:

“12-7. Incorporate drought-tolerant plant materials and native oaks in landscape plans as recommended by the City Arborist.”

COMMISSIONER LEARY SECONDED THE MOTION WHICH CARRIED TO THE FOLLOWING VOTE:

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

PUBLIC HEARING

2. PN 21-153, UCD Health Sciences Campus Development Agreement Amendment

A Public Hearing to consider a request from The Regents of the University of California for approval of a Development Agreement Amendment associated with development of the UCD Health Sciences Campus project. The Specific Plan land use classification for the site is SP-RC-PD, while the General Plan land-use designations is RC. The City, as the lead agency under the California Environmental Quality Act (CEQA), previously approved an Addendum to the FPASP EIR/EIS for the subject property. **(Project Planner: Steve Banks/Applicant: The Regent of the University of California at Davis)**

COMMISSIONER LEARY MOVED TO RECOMMEND CITY COUNCIL APPROVAL OF AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN FOR THE UCD HEALTH SCIENCES CAMPUS PROJECT. THIS APPROVAL IS SUBJECT TO THE PROPOSED FINDINGS (FINDINGS A-L).

COMMISSIONER WEST OFFERED A FRIENDLY AMENDMENT TO CHANGE SECTION 3.9.3, ITEM 6 TO READ:

“Section 3.9.3 – Landowner Land Use Authority

(6) Signage – Any freestanding, freeway-oriented sign ~~within 75 feet of the freeway~~ will be subject to City approval.”

COMMISSIONER LEARY ACCEPTED THE FRIENDLY AMENDMENT TO THE MOTION.

COMMISSIONER REYNOLDS SECONDED THE MOTION.

COMMISSIONER DUEWEL MOVED TO AMEND THE MOTION TO RECOMMEND AN AMENDMENT TO THE DEVELOPMENT AGREEMENT TO PROVIDE FOR ADDITIONAL CONSULTATION WITH THE CITY IN REGARD TO ANY NON-EDUCATIONAL OR MEDICAL EXPANSION OF THE PROJECT IN THE FUTURE.

COMMISSIONER LEARY DID NOT ACCEPT THE AMENDMENT TO THE MOTION.

CHAIR RAITHEL CALLED FOR A SECOND TO COMMISSIONER DUEWEL’S MOTION TO AMEND. THE MOTION TO AMEND DID NOT RECEIVE A SECOND.

COMMISSIONER LEARY’S MOTION, WITH THE FRIENDLY AMENDMENT, CARRIED THE FOLLOWING VOTE:

AYES: LEARY, REYNOLDS, WEST, MIKLOS, RAITHEL

NOES: DUEWEL

ABSTAINED: NONE

ABSENT: PEÑA

PLANNING COMMISSION / PLANNING MANAGER REPORT

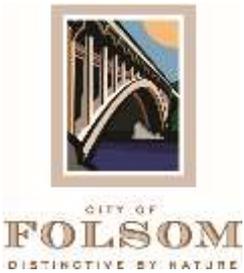
The next regularly scheduled Planning Commission meeting will be held August 18, 2021.

RESPECTFULLY SUBMITTED,

Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

Justin Raithel, CHAIR



Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Street Name Nomination: FPASP Parcels 61 and 77
File #: PN 21-184
Request: Approve Street Names for Folsom Plan Area Parcels 61 and 77
Location: Folsom Plan Area, (APN 072-3190-046-0000)
Staff Contact: Stephanie Henry, Senior Planner, 916-461-6208, shenry@folsom.ca.us

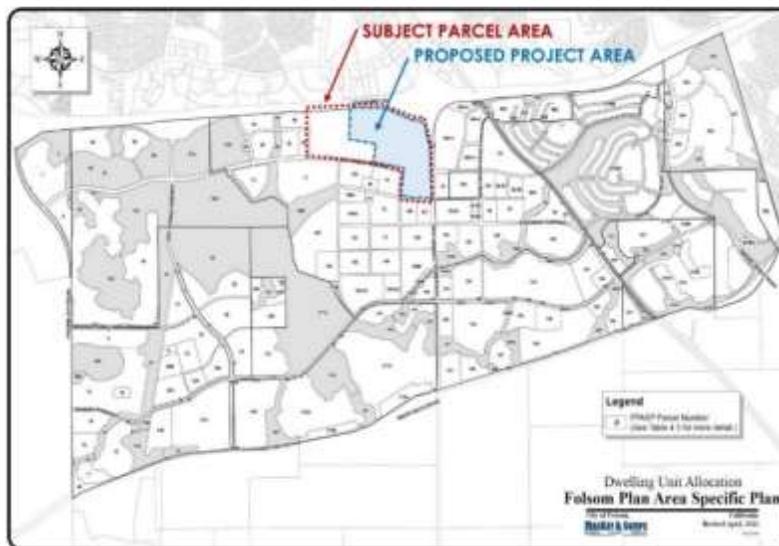
Property Owner
Eagle Commercial Partners, LLC
100 Pine Street, 29th Floor
San Francisco, CA 94111

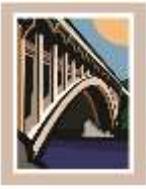
Applicant
TK Consulting, Inc.
2082 Michelson Drive, 4th Floor
Irvine, CA 92612

Recommendation: Conduct a public meeting and upon conclusion recommend approval of the nominated street names for the previously approved Folsom Plan Area Specific Plan Parcels 61 and 77 Project, based on the findings included in this report (Findings A-C).

Project Summary: Proposed street names have been nominated by TK Consulting, Inc. to be considered for the Folsom Plan Area Specific Plan Parcels 61 and 77 Project.

FIGURE 1: PARCELS 61 and 77 PROJECT LOCATION





CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Meeting
Date: August 18, 2021

Table of Contents:

- 1 - Background/Analysis
- 2 - Parcels 61 and 77 Vesting Tentative Map Exhibit

Submitted,

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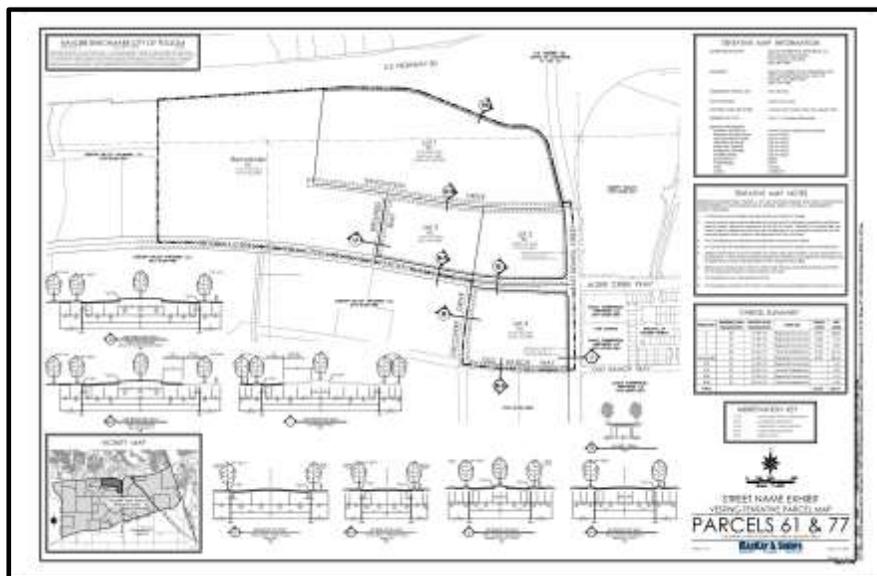
PAM JOHNS, Community Development Director

**ATTACHMENT 1
BACKGROUND/ANALYSIS**

BACKGROUND/PROPOSAL

On June 16, 2021 the Planning Commission took action to approve the Folsom Plan Specific Plan Area Parcels 61 and 77 Project, which included approval of a Vesting Tentative Parcel Map (see Figure 1 below). At the time the tentative parcel map was approved, proposed street names were not included as part of the project approval. The applicant, TK Consulting, Inc. is requesting Planning Commission approval of street names for the Folsom Plan Area Specific Plan Parcels 61 and 77 Project.

FIGURE 2: VESTING TENTATIVE PARCEL MAP EXHIBIT



POLICY/RULE

The Folsom Municipal Code (FMC Section 16.08.020[C][6]) requires that all new street names be considered and approved by the Planning Commission.

ANALYSIS

The proposed street names (as listed on page 4 of this staff report) were reviewed by emergency services personnel, and they determined that there are not any existing street names in Folsom identical to the proposed street names or that conflict with the proposed street names. The list of proposed street names includes names that will be shown on the Final Map, as well as alternate/additional names to be used if the remainder parcel is further subdivided in the future.

Nominated Street Names for Parcels 61 & 77

To be shown on Final Map:

1. Innovation Drive
2. Discovery Drive
3. Wellness Way
4. Old Ranch Way (This is an extension of the street name that already exists across East Bidwell Street)

Alternates:

5. Academic
6. Knowledge
7. Expertise
8. Campus
9. Technology

ENVIRONMENTAL REVIEW

The project is exempt from environmental review under Section 15061(b)(3) of the CEQA Guidelines (Review for Exemption). This exemption, also known as the common sense exemption, codifies the understanding that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

The approval of proposed street names, without more, does not have the potential for causing a significant effect on the environment. Therefore, the approval of the proposed project is exempt from CEQA pursuant to the common sense exemption, review for exemption, pursuant to Section 15061(b)(3) of the CEQA Guidelines.

RECOMMENDATION/PLANNING COMMISSION ACTION

Staff recommends that the Planning Commission approve the nominated street names (listed above) for the Folsom Plan Area Parcel 61 and 77 based on the findings included in this report (Findings A-C).

GENERAL FINDINGS

- A. THE PROJECT IS CONSISTENT WITH THE FOLSOM MUNICIPAL CODE.
- B. NOTICE HAS BEEN PROVIDED IN ACCORDANCE WITH STATE LAW.

CEQA FINDINGS

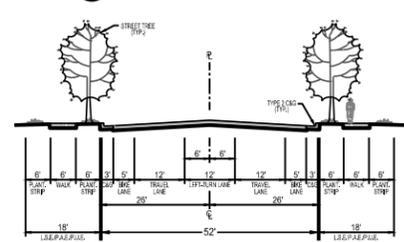
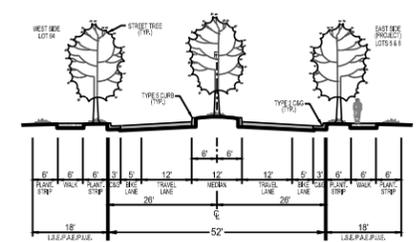
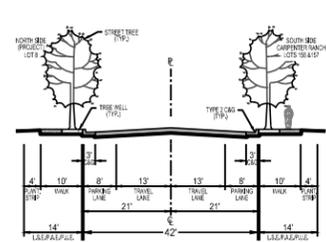
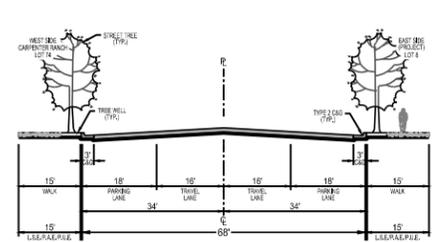
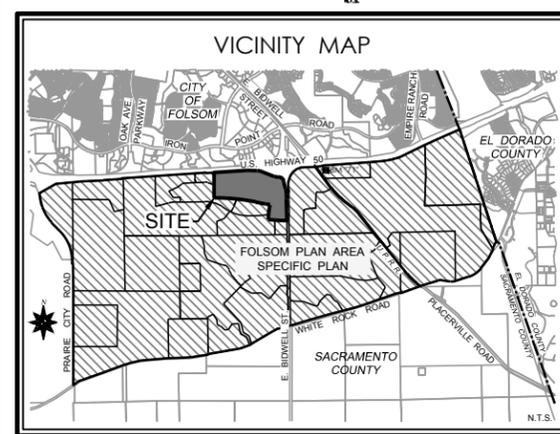
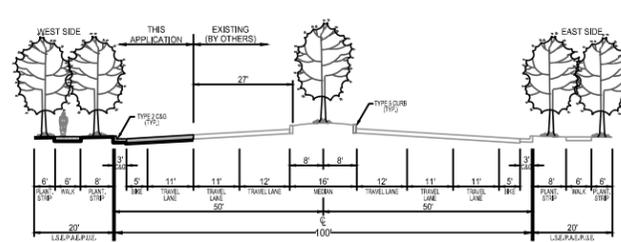
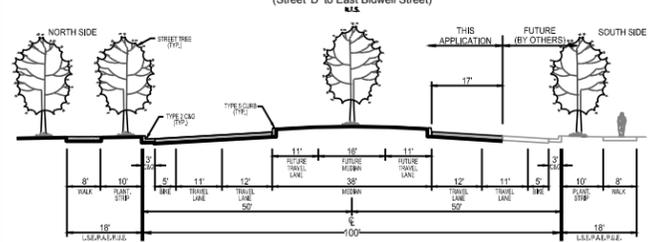
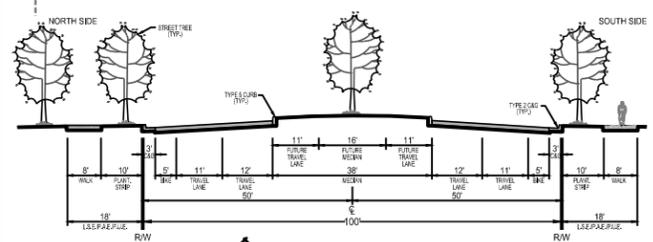
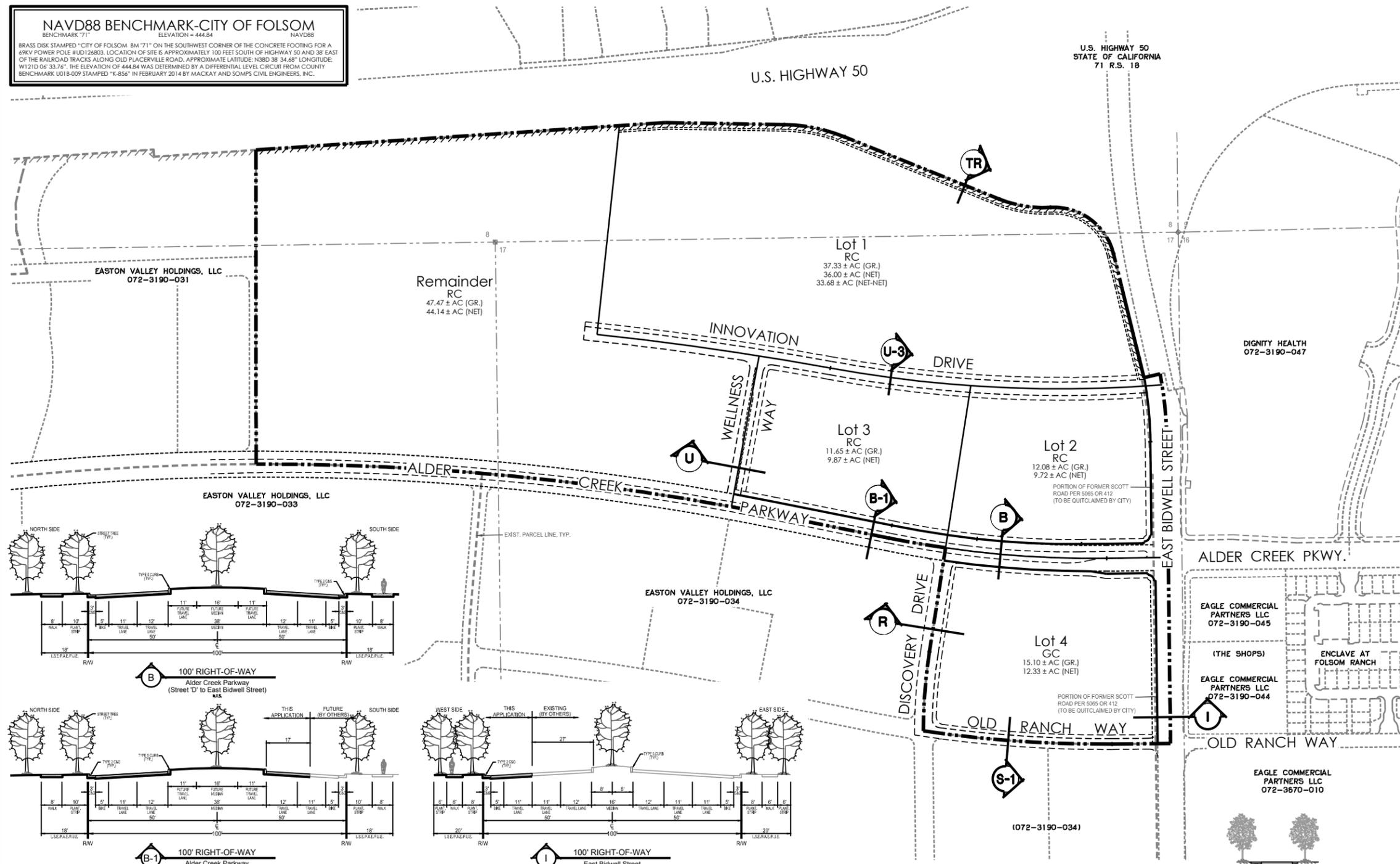
- C. THE PROJECT IS EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15061(B)(3) OF THE CEQA GUIDELINES (REVIEW FOR EXEMPTION).

ATTACHMENT 2

Parcel 61 and 77 Final Map Exhibit

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 UDI B-039 STAMPED "4-855" 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.
- Lot dimensions and acreages are approximate and subject to change.
 - 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.
 - The Final Mapping and subsequent development of lots may be phased.
 - Lot numbering is for identification purposes only and does not indicate order of development.
 - 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 the Tentative Parcel Map.
 - Medians and striping shown within the Alder Creek Parkway, East Bidwell Street and ROW's are conceptual and subject to traffic analysis and study.
 - This Application is for a Development Permit.
 - 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

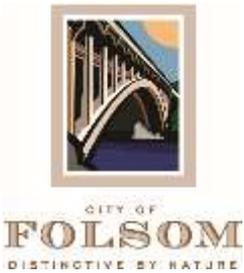
I.O.D. Irrevocable Offer of Dedication
L.S.E. Landscape Easement
P.A.E. Pedestrian Access Easement
P.U.E. Public Utility Easement
R/W Right-of-way



0 100 200 400
SCALE: 1"=200'

STREET NAME EXHIBIT
VESTING TENTATIVE PARCEL MAP
PARCELS 61 & 77
a portion of the Folsom Plan Area Specific Plan

Folsom, CA **MACKAY & SOMPS** ENGINEERS PLANNERS SURVEYORS August 9, 2021



Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Mangini Place Apartments
File #: PN 20-279
Requests: Design Review, Minor Administrative Modification and Density Bonus/Development Concessions for a 152 unit-100% affordable apartment complex.
Location: The proposed Mangini Place Apartments project is located on the northwest corner of Savannah Parkway and Mangini Parkway within the Folsom Plan Area Specific Plan.
Staff Contact: Kathy Pease, Contract Planner, 916-812-0749
kpease@masfirm.com

Property Owner

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

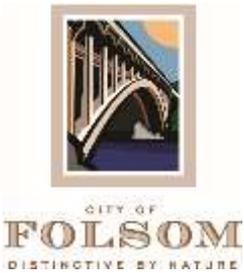
Applicant

Name: St. Anton Communities
Address: 1801 I Street, Suite 200
Sacramento, CA 95811

Recommendation: Conduct a public meeting and upon conclusion recommend approval of Design Review, a Minor Administrative Modification to transfer two units to the Project site, and a Density Bonus with Development Concessions consistent with state law for the Mangini Place Apartments project, subject to the findings (Findings A-K) and conditions of approval (Conditions 1-44) attached to this report.

Project Summary: The proposed project includes development of a 152-unit 100 percent affordable apartment community on a 5.02-acre site situated at the northwest corner of the intersection of Savannah Parkway and Mangini Parkway in the Folsom Plan Area Specific Plan. The following are the specific entitlements requested with the proposed Project.

- **Design Review** which contains detailed site development and architectural standards for the proposed 152-unit residential apartment community.



- **Minor Administrative Modification** to transfer two units to the site from within the Folsom Plan Area Specific Plan.
- **Density Bonus and Development Concessions** consistent with state density bonus law to allow the project a density of 30.4 dwelling units per acre and allow two-units above the current density as well as parking spaces and bicycle parking concessions.

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

Table of Contents:

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- Design Review
- Minor Administrative Modification
- Density Bonus and Development Concessions

Attachment 3 - Analysis

- Design Review
- Minor Administrative Modification
- Density Bonus and Development Concessions

Attachment 4 - Conditions of Approval

Attachment 5 - Site Plan, dated June 28, 2021.

Attachment 6- Density Bonus Request

Attachment 7 - Sewer and Water Plan, dated April 16, 2021.

Attachment 8 - Grading and Drainage Plan, dated April 16, 2021.

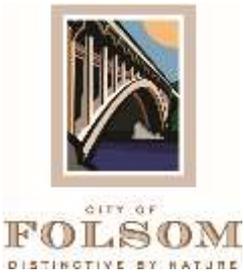
Attachment 9 - Landscape Plan and Details, dated April 18, 2021.

Attachment 10 - Access and Circulation Plan, dated June 25, 2021.

Attachment 11 - Project Description, dated December 23, 2020.

Attachment 12 - Building Elevations, Renderings, and Floor Plans, dated June 28, 2021.

Attachment 13 - CEQA Exemption and Streamlining Analysis for the Mangini Place Apartments Project



AGENDA ITEM NO. 2
Type: Public Meeting
Date: August 18, 2021

Attachment 14 – Folsom Plan Area Specific Plan Consistency Analysis for Mangini Place Apartments Project

Attachment 15 - Environmental Noise Analysis, dated July 8, 2021

Attachment 16 - Minor Administrative Modification Transfer of Units Exhibit

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns", with a long horizontal flourish extending to the right.

PAM JOHNS
Community Development Director

ATTACHMENT 1 BACKGROUND AND SETTING

BACKGROUND:

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

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

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

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

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

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

The Mangini Place Apartments project site is comprised of a single parcel (FPASP Parcel 148) as shown in the Folsom Plan Area Specific Plan. The subject site is currently designated as Mixed Use (SP-MU) which allows residential development of 9-30 dwelling units per acre. An excerpt from the FPASP Land Use Map is shown below.

On February 23, 2021, the Folsom City Council adopted Resolution No. 10596, approving a General Plan Amendment, Specific Plan Amendment, and a Minor

Administrative Amendment – Transfer of Development Rights for the Alder Creek Apartments project. Included in that approval was a transfer of 89 residential units to FPASP Parcel No. 148, which is the subject parcel, bringing the total number of residential units allocated to the parcel from the original 61 units to 150 units. As discussed below, the Project includes a total of 152 residential units, and will utilize state density bonus law, including a request for certain concessions related to existing development standards, and request a Minor Administrative Modification, to gain approval of the proposed project with the additional two units.

On June 23, 2021, the City Council approved a Minor Administrative Modification for a minor boundary refinement to the Project Site associated with the Mangini Ranch Phase 1C project.

Physical Setting

The square-shaped 5.2-acre project site features gently rolling rocky terrain with native grasses and no trees. The project site is surrounded by future single family residential uses which were recently approved by the City (Mangini Ranch Phase 1C 4-Pack and Mangini Ranch Phase 1 C Projects) to the north and west and designated open space south of Mangini Parkway.

ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The Applicant, St. Anton, is requesting approval for the development and operation of a 152-unit, 100 percent affordable apartment community (Mangini Place Apartments) on a 5.2-acre site located on the northwest corner of Savannah Parkway and Mangini Parkway within the Mangini Ranch Phase 1C portion of the Folsom Plan Area. The unit mix consists of the following:

90 1-bedroom units
22 2-bedroom units
40 3-bedroom units
152 total units

General Project Details

The proposed Mangini Place Apartments Project, which includes development of six three-story and one two-story apartment buildings and a clubhouse building, with at grade parking is comprised of 152 affordable apartment units within a non-gated community.

The Project will be an income-restricted family rental community with one- to three-bedroom units ranging in size from 565 to 1,186 square feet. A clubhouse/community building is included. An outdoor pool, patio area, and children's play area are planned adjacent to the community building.

Approximately 45 of the units will be restricted to Very Low-Income tenants (50% Area Median Income "AMI") and 105 of the units will be restricted to Low Income tenants (60% AMI).

The Project has a General Plan land use designation of Mixed Use and a Specific Plan designation of SP-MU-PD, Mixed Use. Parcel 148 includes an existing allocation of 150 units.

All apartment units are proposed to be accessible from outside entries and include a full kitchen, living space, storage closets, bedrooms, bathrooms, and an outdoor patio/balcony.

A one-story clubhouse is proposed. Onsite amenities include:

- Leasing office
- Fully equipped communal kitchen
- Business Center
- Fitness Center
- Community room
- Classroom
- Mail center
- Maintenance room
- Swimming pool
- BBQ and sun deck
- Tot Lot
- Social activities
- Garden landscaping
- Bike racks

Design Review

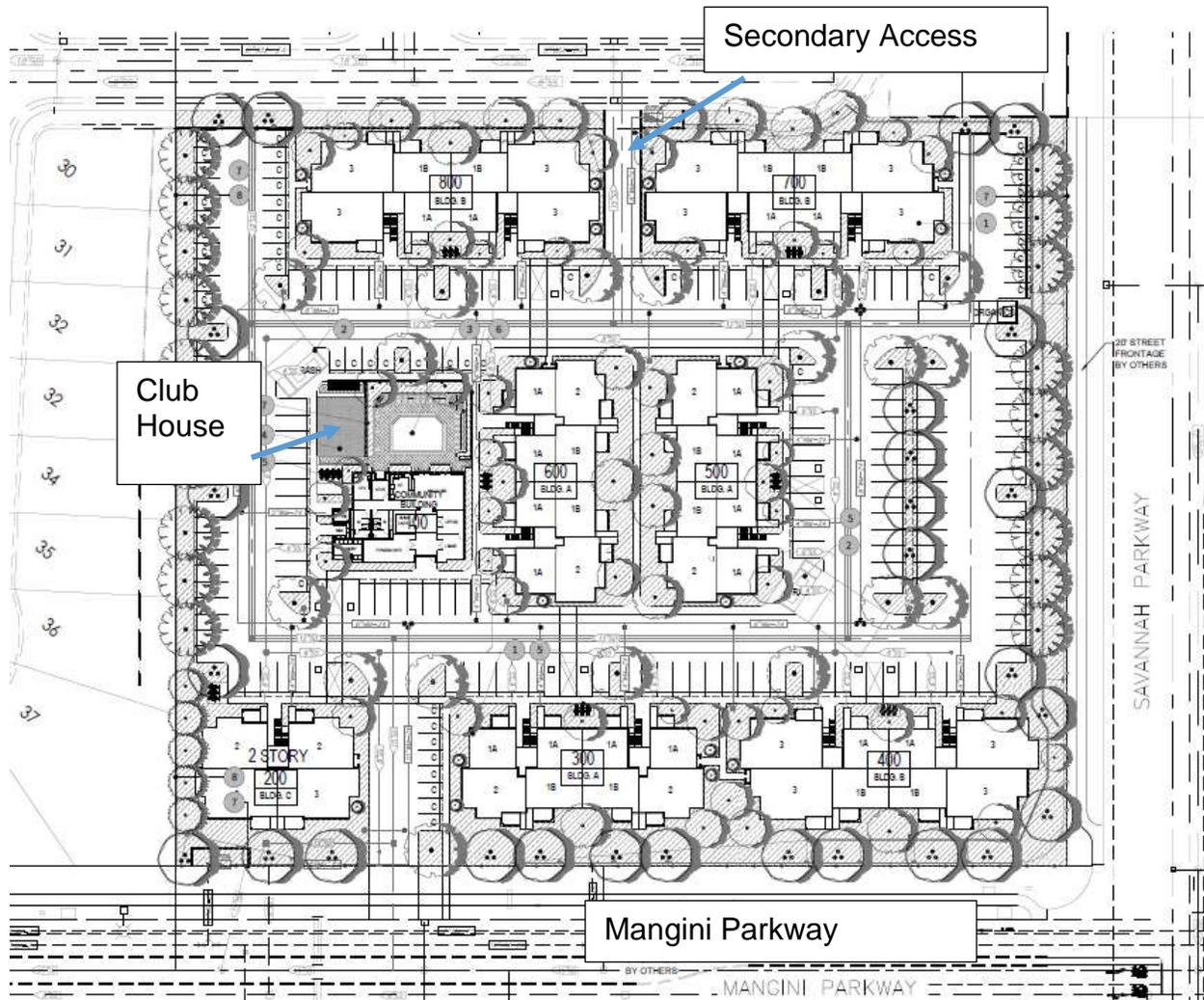
The request for approval of Design Review would ensure compliance with existing development standards, review of the project site design, and evaluate the architectural design of the multi-family apartment buildings and clubhouse.

In relation to site design, the seven apartment buildings are distributed evenly throughout the project site. With respect to architectural style, the proposed project features a contemporary design intended to compliment the nearby residential neighborhoods. Proposed building materials include stucco wall and wood and stone siding.

Primary access to the project site is proposed by a single driveway off Mangini Parkway, with secondary emergency vehicle access provided to street "B" and street "A" to Savannah Parkway through the Mangini Ranch Phase 1C 4-Pack project to the north. Proposed internal vehicle circulation consists of 27-foot-wide drive aisles that provide access to the apartment buildings and connect to the project driveway.

The proposed site plan is shown in Figure 2 on the following page.

FIGURE 2: PROPOSED SITE PLAN



Density Bonus and Development Concessions

The Applicant is requesting a Density Bonus and Development Concessions/Incentives. The project is entitled to four incentives or concessions to reduce Folsom’s MU Zone development and/or design standards under state density bonus law (California Government Code Section 56915-65918) and Folsom’s Municipal Code (FMC secs. 17.102.030(B), 17.102.040, and 17.102.050).

Consistent with the Folsom Municipal Code 17.102.030

1. The city shall grant a density bonus to an applicant or developer of a housing development, consisting of five or more dwelling units, who agrees to provide the following:
 - a. At least ten percent of the total units of a housing development for low-income households; or
 - b. At least five percent of the total units of a housing development for very low-income households; or
 - c. A senior citizen housing development.

The Project exceeds these minimum standards by proposing a 100-percent affordable project.

The density bonus and development concessions/incentives specifically requested by the applicant for this project are discussed below.

Parking

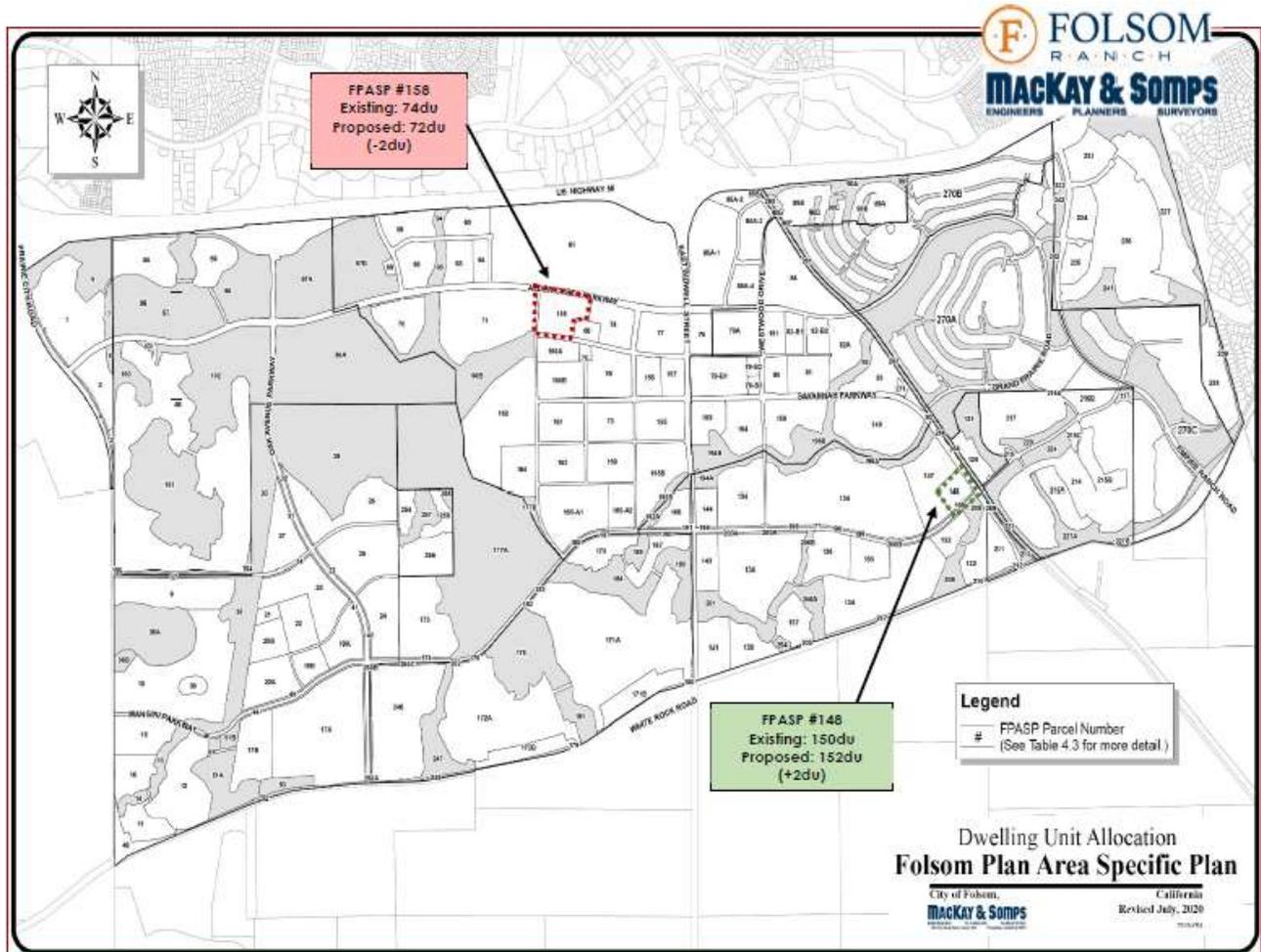
The project provides 214 total at-grade (uncovered) parking spaces and 50 bicycle parking spaces. The normal requirement is for 214 covered spaces plus 76-uncovered guest spaces and 152 bicycle parking spaces. The Project as described below is requesting a waiver from the covered parking requirement, a reduction in parking spaces consistent with state density bonus law, and a reduction in bicycle parking spaces.

A. Minor Administrative Modification

The Project includes a request for a Minor Administrative Modification (MAM). The proposed MAM will transfer rights to move two dwelling units from parcel 158 to the subject property (Parcel 148), as shown on Figure 3. While the density bonus would allow the two additional units by right, the transfer will ensure that the specific plan overall unit count remains the same.

The unit transfer supports the 152 units proposed by the Project with the Density Bonus described below. The transferring and receiving parcels are owned by Folsom Real Estate LLC and are located within the FPASP. The transfer of two units from Parcel 158 with a General Plan designation of Mixed Use and a Specific Plan zoning of SP-MU-PD will not affect the density of the transferring parcel.

FIGURE 3: PROPOSED MINOR ADMINISTRATIVE MODIFICATION TRANSFER OF UNITS



B. Density Bonus and Development Concessions/Incentives

To incentivize the inclusion of income-restricted housing in market rate projects, state density bonus law and the Folsom Municipal Code (FMC Chapter 17.102) entitles applicants to seek a density bonus as well as incentives and concessions and requests for waivers or reductions of jurisdictions' development and/or design standards and guidelines.

Pursuant to state law, "density bonus" means a density increase over the otherwise maximum allowable residential density. The amount of density increase to which an applicant is entitled varies depending on the percentage of affordable housing units provided by the proposed project.

The Project proposes a density bonus to allow the addition of two units to the 150 units allocated to the site and to allow the density to be slightly above the 9-30 dwelling units per acre allowed under the Mixed Use zoning. With the density bonus the density is 30.4 dwelling units per acre.

Because the proposed project has more than 5 units and it will be 100% affordable, the City is required to grant a density bonus of up to 80% for this project. (Government Code § 65915(f)(3)(D).) The applicant's request for two additional units amounts to a density bonus of less than 2 % (1.3 %) (pursuant to FMC section 17.102.030(A) and Government Code § 65915(f)(5), all density calculations resulting in fractional units shall be rounded up to the next whole number).

In addition to the increased density, the project is also entitled to four incentives/concessions to Folsom's MU Zone development and design standards under state density bonus law (California Government Code Section 56915-65918) and Folsom's Municipal Code (FMC secs. 17.102.030(B), 17.102.040, and 17.102.050). For purposes of density bonus law, "concession or incentive" means a reduction in site development standards, a modification of zoning code requirements or architectural design requirements that exceed the minimums in the Building Code including, as relevant here, a reduction in the ratio of vehicular parking spaces that would otherwise be required, or other regulatory incentives or concessions proposed by the developer or the City, where such reductions or modifications result in identifiable and actual cost reductions to provide for affordable housing costs. (Government Code § 65915(k).)

In addition, the City may not apply any development standard that will have the effect of physically precluding the construction of a development with specified percentages of low income units at the density or with the concessions/incentives permitted by state law. A project applicant may submit a proposal for the waiver or reduction of such development standards and the City must grant the request unless specific findings are made regarding impacts upon health, safety, or the physical environment that cannot be satisfactorily mitigated or avoided. A proposal for the waiver or reduction of such development standards shall neither reduce nor increase the number of incentives or concessions to which the project applicant is otherwise entitled. (Government Code § 65915(e)(2).)

The Project is proposing the following incentives/concessions and development standard waivers/reductions:

1. A waiver of the covered parking requirement;
2. A reduction in the number of required parking spaces consistent with state density bonus law; and
3. A reduction in the number of required bicycle parking spaces.

TABLE 1: REQUIRED AND PROPOSED PARKING

Type of Parking	Vehicle Parking Required per City Requirements	Maximum Vehicle Parking Required under State Density Bonus	Vehicle/Bicycle Parking Proposed
Covered Tenant Spaces	214	184*	214**
Uncovered Guest Spaces	76	0	0
Bicycle Parking	152	0	50

*Inclusive of guest parking and parking for persons with a disability

** Uncovered tenant spaces are proposed

As shown in this table, the Project exceeds the maximum number of parking spaces required under state law.

In return for granting a density bonus State Density Bonus law requires a 55-year restrictive covenant to confirm eligibility for a density bonus and associated concessions, etc. Condition No. 4 is included to meet this provision.

**ATTACHMENT 3
ANALYSIS**

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

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

C. General Plan and Specific Plan Consistency

The 5.2-acre project site has a General Plan land use designation of MU (Mixed Use) and a Specific Plan land use designation of SP-MU-PD (Specific Plan-Mixed Use). The Project is consistent with both the General Plan land use designation and the Specific Plan land use designation, as multi-family apartments are identified as a permitted land use within the mixed-use land use designation of the FPASP, Table A.7.

The mixed-use designation allows multiple family dwellings including townhouses, condominiums, apartments, and live work studios. Approximately 28.5-acres of the Plan Area are dedicated to mixed-use with a target residential dwelling unit count of 343 and an allocation of approximately 100,000 square feet of commercial building area. The Specific Plan specifically calls out the project site as a mixed use neighborhood center

The mixed-use neighborhood center is envisioned as a neighborhood serving node of activity that provides retail services and neighborhood identity and is easily reached by foot from surrounding residential uses.” The Project is not proposing commercial/mixed use at this location. However, the site is also identified as a site for up to 150 multi-family residential units. Therefore, the Project is consistent with the specific plan goals and those of the state which are to provide affordable housing options to meet the critical need for a range of housing types.

The proposed Project, which will be developed with 30.4 dwelling units per acre, is slightly above the allowable density range (20-30 dwelling units per acre) established by the General Plan and Specific Plan (Table A8: Mixed Use Designation). Therefore, subject to state density bonus law the Project is consistent. In addition, the proposed project meets the development requirements established by the FPASP (Tables A.5 and A.8) with respect to lot area, building height, and building setbacks. Development standards for the proposed project are discussed later within the Design Review section of this staff report. Table 8 also requires that Mixed Use provide a minimum requirement of ten-percent of the site landscaped. According to the Applicant the Project will exceed this by providing 25% of the area in landscaping.

Parcel 148 is allocated 150 units, with the Density Bonus discussed below, the site would accommodate 152 dwelling units.

D. Design Review

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

The table below shows that the Project meets the development.

TABLE 2: DEVELOPMENT STANDARDS TABLE

Development Standards Table Mangini Place Apartments Mixed Use						
	Lot Area	Lot Width	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height
SP-MU-PD	0.5-acres minimum	NA	0 feet minimum	0 feet minimum	0 feet minimum	50 feet maximum
Proposed Project	5.02-acres	NA	20 feet	15 feet	10 feet	43 feet

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the SP-MU-PD (Mixed Use) zoning district within the Folsom Plan Area Specific Plan. Parking is discussed later within the Parking section of this staff report under the requested Density Bonus and Development Concessions/Incentives.

Building Architecture and Design

As detailed in the Project Description section of this report, the proposed project includes development of seven three-story apartment buildings which are evenly distributed throughout the project site to create an integrated and walkable community. In addition, the Project includes a clubhouse building centrally located on the westerly side of the project site. The design concept for the apartment buildings and clubhouse features a craftsman style architecture type with rustic features such as wood shingle and stone siding intermixed with more contemporary stucco details. Proposed building materials include stucco walls, wood siding and shingles, stone details, and composition roof tiles. The color scheme includes earth tones such as maple, taupe, dark green, sand and browns. Proposed elevations and renderings of the apartment buildings and clubhouse are shown below and on the following pages.

FIGURE 4: APARTMENT BUILDING “A” ELEVATIONS



FIGURE 5: APARTMENT BUILDING “A” SIDE ELEVATIONS



FIGURE 6: APARTMENT BUILDING “B” ELEVATIONS



FIGURE 7: APARTMENT BUILDING “B” SIDE ELEVATIONS



FIGURE 8: APARTMENT BUILDING “C” ELEVATIONS



FIGURE 9: CLUB HOUSE ELEVATIONS

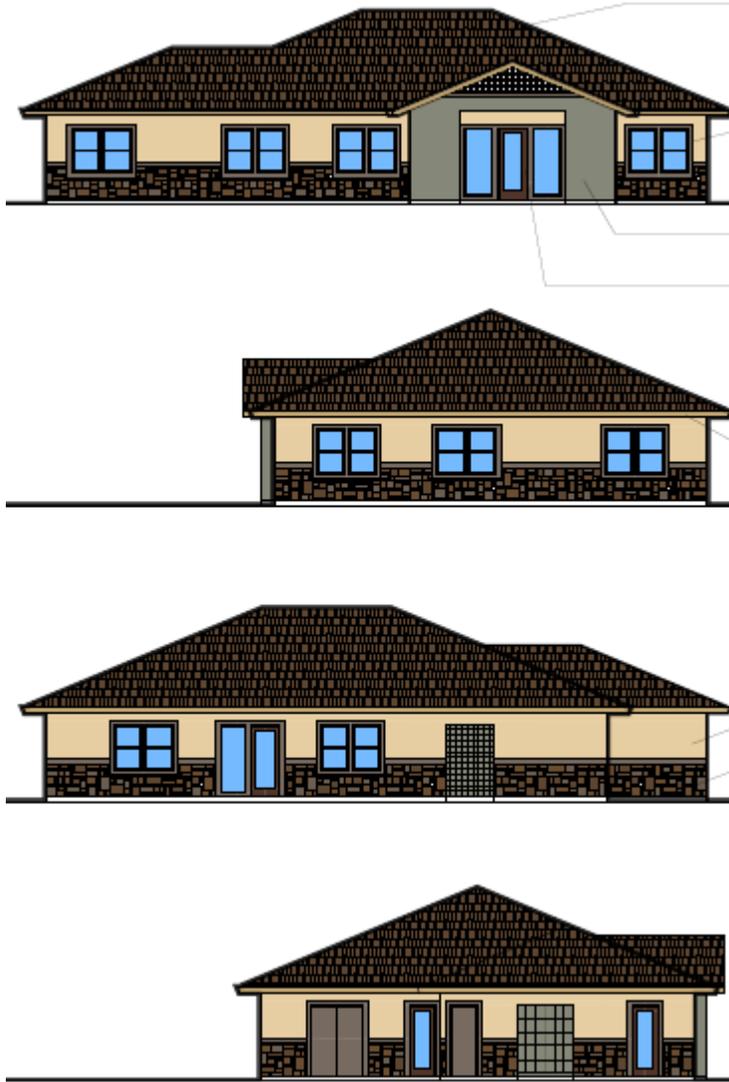


FIGURE 10: CONCEPTUAL VIEWS OF APARTMENT COMPLEX



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

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

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

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

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

As illustrated on the building elevations and color renderings (Attachment 12), the proposed apartment buildings and clubhouse incorporate many of the key design features recommended by the Folsom Plan Area Specific Plan Multi-Family Design Guidelines and the Design Guidelines for Multi-Family Development including the significant use of gabled roof forms to create architectural interest, use of varied building shapes and forms to create visual relief, and the inclusion of unique design details to reinforce the modern farmhouse design theme.

The proposed project utilizes a variety of natural building materials to enhance the appearance of the apartment buildings and clubhouse. In terms of building materials, traditional stucco is intermixed with vertical wood siding. With respect to building colors, the proposed project utilizes a variety of colors to accentuate the modern craftsman design theme.

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

1. This approval is for six three-story and one two-story apartment buildings and a clubhouse building associated with the Mangini Place Apartments project. The Applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated June 28, 2021.
2. The design, materials, and colors of the proposed Mangini Place Apartments apartment buildings and clubhouse shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.

4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.

These recommendations are included in the conditions of approval (Condition No. 38) presented for consideration by the Planning Commission.

Signage

No specific signage is proposed at this time. The location, height, size, and design of any future signs shall be subject to review and approval by the Community Development Department to ensure consistency with the requirements of the Folsom Municipal Code (FMC, Section 17.59.040 D). In addition, staff recommends that the Owner/Applicant obtain a sign permit. Condition No. 39 is included to reflect this requirement.

E. Minor Administrative Modification

Transfer of units

The Applicant is proposing to construct 152 residential units on the subject parcel, and therefore, a Minor Administrative Modification is being requested to reallocate 2 residential units from FPASP parcel 158 (-2 du) to parcel 148, the Project site (+2 du). No change to the overall FPASP unit allocation or total population, will occur.

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

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

- The proposed modification is within the Plan Area: The two units are being transferred from another site (Parcel 158) within the FPASP.
- The modification does not reduce the size of the proposed town center: While the units are being transferred from the Town Center, they will not change the overall density or size of the Town Center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W: No open space is located within the boundary of the Project and therefore, no changes would occur to Measure W Open Space.
- The general land use pattern remains consistent with the intent and spirit of the FPASP: All land uses will remain within the same land use densities, approved with the FPASP and are consistent with the Mixed Use designation.

- The proposed changes do not substantially alter the backbone infrastructure network: No changes are required of the backbone infrastructure because of the transfer
- The proposed modification offers equal or superior improvements to development capacity or standards: The increase of two units is consistent with state density bonus law and will provide additional affordable units that support the City's Regional Housing Needs Allocation and affordable housing goals.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS: No new impacts would result from the transfer of units and the Project qualifies for an exemption consistent with the previously approved environmental impact report

Based on staff's review, the proposed reallocation of two residential units meets all of the required criteria mentioned above. The General Plan and specific plan densities will generally remain the same for both the transferring and receiving parcel. As a result, staff can approve the proposed Minor Administrative Modification.

F. Density Bonus and Development Concessions

The Applicant proposes including 152 non-mandated extremely low-income (30% AMI), very low-income (50% AMI), and low-income (60% AMI and 70% AMI) units in its rental apartment project, thus entitling it to an additional 80% density bonus for a total potential project size of 270 units. The Applicant proposes a 152-unit project, which is within the acceptable density bonus range.

Projects that provide 100 percent affordable units, like this project, are also entitled to four incentives/ concessions reducing Folsom's MU Zone development and design standards under state density bonus law (California Government Code Section 56915-65918) and Folsom's Municipal Code (FMC Chapter 17.102).

In addition, the City must waive or reduce any development standard that will have the effect of physically precluding the construction of a development with specified percentages of affordable housing at the density or with the concessions/incentives permitted by state law, unless specific findings are made regarding impacts upon health, safety, or the physical environment that cannot be satisfactorily mitigated or avoided. A proposal for the waiver or reduction of such development standards does not count towards the four available incentives/concessions described above. (Government Code § 65915(e)(2).)

The Applicant is requesting a waiver from providing covered parking, a reduction in guest parking spaces and a reduction in bicycle parking.

Covered Parking Waiver

The FPASP requires apartments in the SP-MU land use designation to provide covered parking for tenants. The same requirement applies to apartments in residential land use designations throughout the Plan Area.

The Applicant is requesting a waiver of this requirement in order to provide all surface parking (non-covered). According to the Applicant, carports require slightly more space than uncovered spaces (due to intermittent columns). The addition of carports would result in a loss of parking spaces and/or units.

According to the Applicant, the cost of providing carports will push the project's overall cost per unit higher than current projections. This increase will result in a higher per unit request of Federal Tax-Exempt Bonds, one of the main affordable housing finance sources. Currently, tax-exempt bonds are extremely competitive and use a per unit cost tiebreaker to award projects. The slightest increase in the request per unit could result in the project losing its competitive advantage and not getting bond allocation. This could result in multiple rounds of funding applications and years of delay in securing project's financing and, consequently, delivery of these much-needed affordable housing units.

Parking

According to state density bonus law: upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of parking for persons with a disability and guests, of a development meeting the criteria for application of density bonus law, that exceeds the following ratios:

- (A) Zero to one bedroom: one onsite parking space.
- (B) Two to three bedrooms: one and one-half onsite parking spaces.

Therefore, the maximum number of parking spaces required under state density bonus law would be 183 spaces under this formula. The Applicant is proposing 214 spaces.

Without development concessions/waivers, the required parking is 214 covered tenant parking spaces and 76-uncovered guest parking spaces. As shown and described on the submitted site plan, the proposed project includes a total of 214 uncovered tenant parking spaces and no guest spaces.

Staff has determined that the applicant's request to provide fewer parking spaces than would otherwise be required by the Folsom Plan Area Specific Plan is consistent with state density bonus law, which allows reduced on-site parking standards, including the number or size of spaces and garage requirements, as a way to implement density bonuses. Under state density bonus law, such reduced parking standards do not count

as an additional incentive or concession for affordable housing projects and the City shall not require more parking than what is specified in state law.

On street parking is not allowed on either Savannah Parkway or Mangini Parkway, so all parking would need to be accommodated on site. The Applicant has stated that they will develop a Parking Management Plan based on their decades of operations' experience to ensure parking does not spill over to adjacent neighborhoods:

- **Parking Sticker assigned and must be affixed to lessee's windshield during residency.** Unassigned parking for residents – must display permit/sticker (unauthorized vehicles are towed)
- **No guest parking longer than 24 hours** – must display guest parking permit (unauthorized vehicles are towed)
- If needed post occupancy, seek permitting to **install gate at the entrance.** Note: the Applicant has indicated that they have not needed gates at any of St. Anton's three Folsom communities.
- **Offsite parking acknowledgement.** If requested by the city, can include language in new leases to ensure that tenants acknowledge restricted parking on public streets.

Bicycle Parking

Normally bicycle parking for 150 bicycles would be required in racks or storage areas. The Applicant is requesting reduced bicycle parking, with a proposal to provide 50 onsite spaces via bicycle racks throughout the complex, under stair wells, and at the Clubhouse. Staff has determined that consistent with state law, a reduction in bicycle parking is allowable to reduce costs for the affordable housing project.

Summary

The proposed project meets the requirements for a density bonus, incentives/concessions, and development standards waivers/reductions as a 100-percent affordable project and therefore, the Project is allowed the requested increase in density (+ 2 units) and the proposed concessions/waivers/reductions (waiver of covered parking requirement, reduced parking ratio, and reduced bicycle parking) pursuant to state density bonus law and FMC Chapter 17.102.

G. Traffic/Access/Circulation

Project Access and On-Site Circulation

As shown on the submitted Site Plan (Attachment 5), primary access to the project site is proposed to be provided by one driveway connecting to Mangini Parkway. The driveway

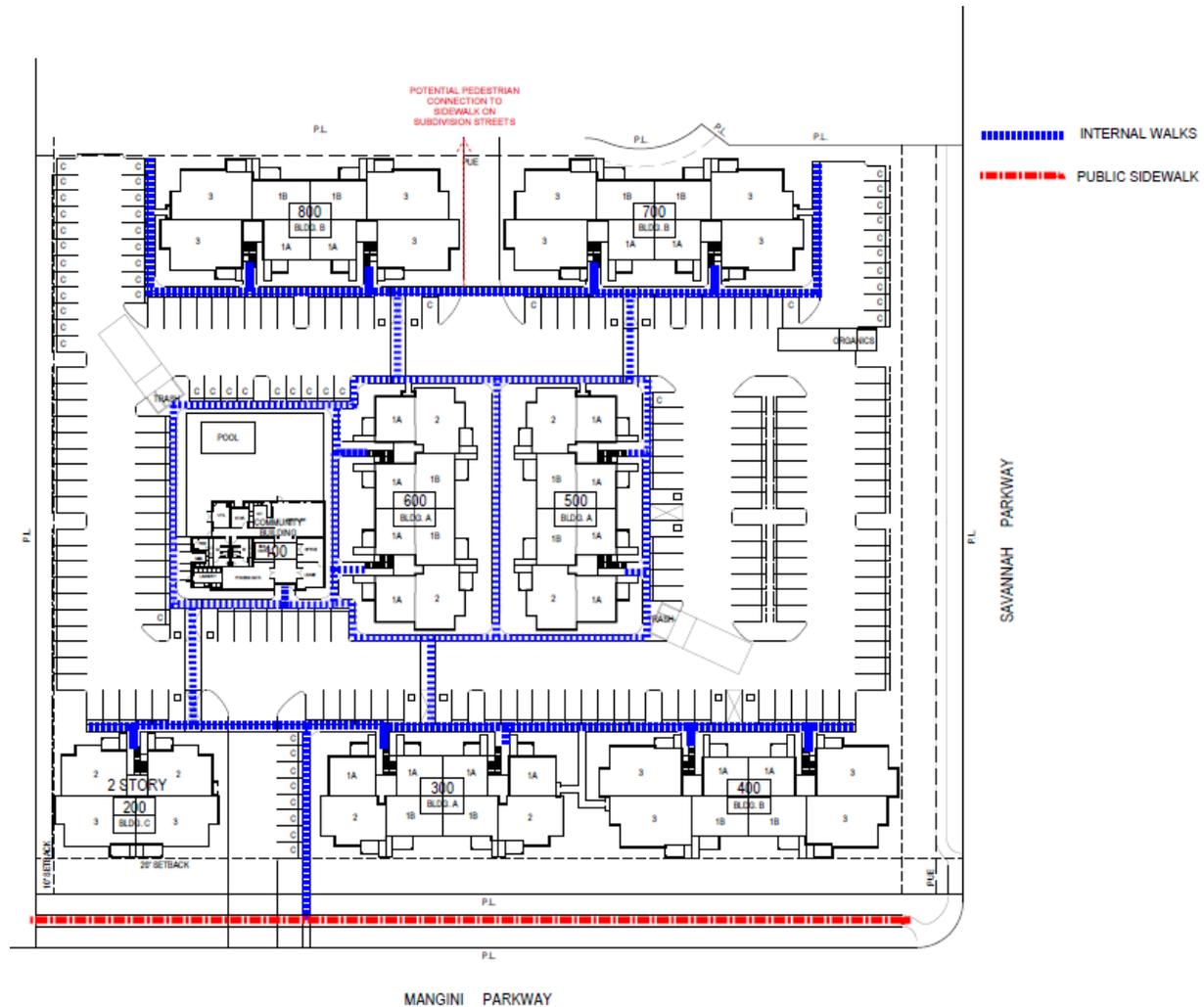
will facilitate access into and out of the project site with all turning movements being permitted. Proposed internal vehicle circulation consists of a 27-foot-wide drive aisle that provides access to the apartment buildings. A secondary emergency vehicle access (EVA) is provided on the north side of the site, that would connect to the residential neighborhood (Mangini Ranch Phase 1C).

Pedestrian circulation will be provided by a sidewalk located on the north side of Mangini Parkway. A sidewalk is also proposed on Savannah Parkway.

FIGURE 11: VEHICLE ACCESS AND CIRCULATION EXHIBIT



FIGURE 12: PEDESTRIAN CIRCULATION EXHIBIT



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

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the

Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Place Apartments Project. Many of these mitigation measures are expected to reduce traffic impacts to Mangini Parkway and Savannah Parkway. Included among the mitigation measures are requirements to fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Place Apartments project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 45).

On June 25, 2021, Kimley Horn completed an Access and Circulation Study (Attachment 10) to evaluate access and circulation-related impacts associated with the proposed apartment project. The Study was based in part on a Traffic Impact Analysis (May 10, 2021) that was prepared in conjunction with the Mangini Ranch Phase 1C and Phase 1 C 4-Pack projects shown in Figure 11.

Savannah Parkway and Mangini Parkway improvements are currently underway. The traffic analysis assumed that these roadways would be in place at the time of occupancy.

To implement the findings and recommendations contained within the Access and Circulation Study, staff recommends that the following measures be implemented as conditions of approval for the project (Condition No. 33).

- Mangini Parkway and Savannah Parkway frontage improvements, including the intersection (unsignalized), shall be constructed prior to the first occupancy permit should the intersection not be completed prior to construction, as assumed in the traffic study.
- The eastbound left-turn lane from Mangini Parkway into the Mangini Place Apartments site shall include 125-foot storage/deceleration plus a 60-foot bay taper. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, non-conflicting movements) should be provided, and maintained at this intersection for vehicles entering and exiting from Mangini Parkway in a manner consistent with published City standards.

In addition, similar to conditions required of the Mangini Ranch Phase 1C and Phase 1C 4-Pack projects, a condition is included to ensure secondary access.

- Emergency Vehicle Access shall be granted on Street B and Street A to provide and maintain secondary access to the north (via the Mangini Ranch Phase 1C North 4-Pack project) for a connection to Savannah Parkway. The Project would

be responsible for the construction of Street B and Street A if they are not completed at the time of occupancy (Condition No. 33).

H. Noise Impacts

Based on the proximity of the project site to Savannah Parkway and Mangini Parkway, acoustical measurements and modeling were prepared by Bollard Acoustical Consultants on April 9, 2021, to analyze potential noise impacts at the proposed Mangini Place Apartments project site. The purpose of the Noise Analysis was to quantify existing noise levels associated with traffic on the roadways and to compare those noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at the project site. In addition, noise generated by the proposed project including construction activities, on-site parking/circulation, and mechanical equipment noise, was also evaluated in the Noise Analysis.

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

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 65 CNEL for outdoor use areas and 45 CNEL for interior use areas. The Noise Analysis determined that exterior noise levels at the outdoor use areas (clubhouse outdoor amenity area) on the project site would be 48 CNEL, which complies with the City's 65 CNEL outdoor use area noise standard. The Noise Analysis also determined that the interior noise levels on the project site would be acceptable (assumes construction of 6-foot-tall noise barrier along eastern property boundary adjacent to Savannah Parkway). The Study notes that standard residential construction typically results in an interior noise reduction of 25 CNEL. To further reduce the interior noise levels within the apartment buildings to an acceptable level, the Noise Analysis recommends inclusion of the following measures (Condition No. 40):

- A six-foot masonry retaining wall shall be installed along Savannah Parkway.
- Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to

achieve compliance with the applicable interior noise level criteria.

- All second- and third-floor windows of the lots located adjacent to Mangini Parkway from which the roadway is visible shall have a minimum STC rating of 32.

Construction of the Mangini Place Apartments project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 16 to 20 months. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 39 is included to reflect these requirements.

Operational noises generated by the proposed project will not be significant but include sounds associated with new vehicle trips, vehicle parking, and mechanical equipment associated with the apartment community.

I. Sound Walls/Fencing/Retaining Walls

As shown on the preliminary grading plan, (Attachment 8), the proposed project includes a combination of masonry wall and tube steel fences. A six-foot-tall masonry retaining wall is proposed along the project boundaries. A six-foot-tall tube steel fence is proposed to secure the outdoor pool and amenity area at the clubhouse. Staff recommends that the final location, design, height, materials, and colors of the walls and fencing be subject to review and approval by the Community Development Department. Condition No. 40 is included to reflect this requirement.

J. Trash/Recycling

The proposed project includes two trash/recycling enclosures and a separate compost bin. The proposed enclosures, which measure 20 feet in width by 10 feet in depth and are six-foot-tall, will be constructed of textured split-face concrete masonry units. In addition, a separate compost bin is proposed on the easterly side of the site. Staff recommends that the final location, design, materials, and colors of the trash/recycling enclosures be subject to review and approval by the Community Development Department. Condition No. 38 is included to reflect these requirements.

K. Landscaping

The 5.02-acre project site contains a variety of native grasses and has no trees. The proposed project will include landscaping along the frontages of both Mangini Parkway and Savannah Parkway, as well as landscaping interior to the project site.

As shown on the preliminary landscape plans (Attachment 9), the Applicant is proposing to install landscaping that features California-native and low water-use trees, shrubs, and groundcover selections intended to comply with the requirements of the Model Water Efficiency Landscape Ordinance (MWELO). Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are; Chinese elm, magnolia, and Zelkova. Proposed shrubs and groundcover includes; Manzanita, bamboo, and carpet rose. The preliminary landscape plan meets the City shade requirement (50%) by providing 52% shade in the parking lot area within fifteen (15) years. The project will also be required to meet the 10-percent landscape requirement of the Mixed Use zoning district. As indicated the Applicant has stated that the landscaped provided will be 25% of the site plan. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 32 is included to reflect this requirement.

L. Open Space and Trails

A future Class I multi-purpose trail is planned to be located within the open space area directly south of the project site across on the street along the southern edge of Mangini Parkway. Access from the Project site would be via sidewalks at the Project entry and residents would use the cross walk at Mangini Parkway and Savannah Parkway to reach the Class I trail to the south.

M. Frontage Improvements

As mentioned previously within this staff report, the 5.02-acre project site is currently undeveloped and as a result does not contain any streets or frontage improvements. The Owner/Applicant will be required to install curbs, gutters, sidewalks, landscaping, and streetlights along the Mangini Parkway and Savannah Parkway Street frontages (Condition No. 41). The recommended conditions of approval require the Owner/Applicant to submit detailed plans for all curbs, gutters, sidewalks, landscaping, and streetlights prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines and the City of Folsom Design Standards and Standard Construction Specifications.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

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

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

GP POLICY LU 1.1.12-1 (Infill Development)

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

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

GP POLICY LU 1.1.15 (SACOG Blueprint Principles)

Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

Analysis: The Project is consistent with this policy in that it has been designed to adhere to the primary SACOG Blueprint Principles including Compact Development, Housing Choice and Diversity, Use of Existing Assets, and Quality Design. Compact Development involves creating environments that are more compactly built and use space in an efficient but attractive manner and helps to encourage more walking, biking, and transit use and shorter auto trips. Housing Choice and Diversity includes providing a variety of places where people can live (apartments, townhomes, condominiums, and single-family detached homes) and also creating opportunities for the variety of people who need them such as families, singles, seniors, and people with special needs. Providing a 100-percent affordable multi-family apartment complex provides housing choices in the City of Folsom.

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

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

GP POLICY H 2.7

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

Analysis: The proposed project is consistent with this policy in that the project will result in development of a 152-unit multi-family high density apartment community

with a residential density of 30.4 units per acre. The project is providing a type of housing (rental apartments) that is currently underrepresented in this portion of the City.

GP GOAL M 4.1 (Vehicle Traffic and Parking)

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

GP POLICY M 4.1.3 (Level of Service)

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

Analysis: The proposed project is consistent with this policy in that it will not result in a change in the level of service (LOS) at any street intersections. In addition, the project locates high-density residential units in proximately to roadways that are sized to accommodate the trips generated by the project. As conditioned, the proposed project is subject to all 55 traffic-related mitigation measures associated with development of the FPASP.

GP GOAL M 4.2 (Vehicle Traffic and Parking)

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

Analysis: As discussed previously the Project qualifies for Development Waivers consistent with state Density Bonus law. The amount of parking provided exceeds the maximum required for affordable housing under state law. The Applicant will prepare and implement a Parking Management Program to ensure that parking is adequately managed. Condition No. 29 requires that future residents be informed that offsite parking is restricted.

GP GOAL LU 6.1 (Residential Neighborhoods)

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

GP POLICY LU 6.1.3 (Efficiency through Density)

Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-

lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.

Analysis: The proposed project is consistent with this policy in that the project is providing a modern multi-family residential project developed at a residential density of 30.4 units per acre. In addition, as attached high-density housing, the project offers an alternative to traditional detached single-family residential subdivisions and meets a segment of the State-wide demand for housing. The compact form of the project also efficiently utilizes local infrastructure, roads, and services

GP GOAL LU 9.1 (Land Use/Community Design)

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

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

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

Analysis: The Sacramento Municipal Utility District (SMUD) allows customers through the SolarShares program to purchase output from a solar project on a monthly basis. Rather than own the system, SMUD contracted with a solar developer, enXco, to build, own, and maintain a 1-MW system. EnXco sells the power to SMUD under a twenty-year power purchase agreement. This would allow residents to utilize solar consistent with this policy.

Conformance with Relevant Specific Plan Goals, Objectives, and Policies

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

SP OBJECTIVE H-1 (Housing)

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

GP and SP POLICY H-1.1

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

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

The project site has a General Plan land use designation of MU and a Specific Plan land use designation of SP-MU-PD. In addition, the Mangini Place Apartments project will be developed at 30.4-units per acre, which is slightly above the 30 dwelling units per acre allowed density range for the MU designation. Consistent with state density bonus law the Project is deemed consistent. The 152 proposed high-density multi-family units will significantly contribute to the inventory of housing in order for the City to meet its obligations under the Regional Housing Needs Allocation (RHNA) identified in the General Plan Housing Element.

SP POLICY 4.3

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

Analysis: The project site is located immediately north of an open space corridor (Parcel SP-209). A Class I multi-purpose trail is planned on the south side of the open space corridor, just south of Mangini Parkway. Pedestrian access would be via sidewalks and the cross walk provided at the corner of Mangini and Savannah Parkways.

SP POLICY 4.5

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

Analysis: The proposed project is consistent with this policy because it provides on-site recreation amenities for residents including a clubhouse which will include a fitness center, office space, conference room, study pods, lounge, patio space, and restrooms. The clubhouse will open to an outdoor patio area with an outdoor lounge area and a swimming pool. A tot lot and barbeque areas are also proposed. Pedestrian paths throughout the site will link to Mangini Parkway to the Class I trail and open space corridor on the south side of the street. The pedestrian pathway network also provides passive recreation.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use

parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

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

As described in the Minor Administrative Modification section of this staff report, two units are being transferred to the site. As a result, the proposed project does not result in any change in total dwelling units (11,461 dwelling units) in the FPASP.

SP OBJECTIVE 7.1 (Circulation)

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

SP POLICY 7.1

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

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

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

ENVIRONMENTAL REVIEW

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

(c) Residential Projects Implementing Specific Plans.

(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments.

(2) Limitation. If after the adoption of the specific plan, an event described in Section 15162 occurs, the exemption in this subdivision shall not apply until the city or county which adopted the specific plan completes a subsequent EIR or a supplement to an EIR on the specific plan. The exemption provided by this section shall again be available to residential projects after the lead agency has filed a Notice of Determination on the specific plan as reconsidered by the subsequent EIR or supplement to the EIR. [CEQA Guidelines section 15182]

The Applicant has prepared an analysis (included as Attachment 13 to this staff report), which explains how the Mangini Place Apartments project qualifies for the exemption provided in CEQA Guidelines section 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The Applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR are applicable to the project and will be sufficient to address project impacts.

None of the events described in CEQA Guidelines section 15162, which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial performance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 13 to this staff report).

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

RECOMMENDATION

Staff recommends approval of the proposed project, subject to the findings and conditions of approval attached to this report.

PLANNING COMMISSION ACTION

Move to:

- Approve the CEQA Exemption for the proposed project pursuant to CEQA Guidelines Section 15182(c);
- Approve Design Review of the Applicant's site development and architectural design details for the proposed 152-unit residential apartment community;
- Approve a Minor Administrative Modification to transfer two allocated dwelling units from parcel 158 within the Folsom Plan Area Specific Plan to the Mangini Ranch Place Apartments project site (Parcel 148) per Attachment 14; and
- Approve the Density Bonus and proposed development concessions / waivers / reductions to allow the construction of 152 residential 100-percent affordable units, with a waiver of the covered parking requirement, a reduction in the required number of parking spaces to allow construction of 214 parking spaces instead of 290 parking spaces, and a reduction in the required bicycle parking to allow 50 bicycle parking spaces instead of 150 bicycle parking spaces.

These approvals are subject to the findings below (Findings A-N) and the Conditions of Approval (Conditions 1-45) 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, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT

STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.

- D. THE CITY HAS DETERMINED THAT THE MANGINI PLACE APARTMENTS PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI PLACE APARTMENTS PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES.
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES, REQUIRING ADDITIONAL ENVIRONMENTAL REVIEW, HAVE OCCURRED.
- G. THE CITY HAS DETERMINED THAT THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

DESIGN REVIEW FINDINGS

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

DENSITY BONUS/DEVELOPMENT CONCESSION/WAIVER/REDUCTION FINDINGS

- K. THE PROJECT PROVIDES A 100-PERCENT AFFORDABLE HOUSING PROJECT.
- L. THE DENSITY BONUS AND PROPOSED CONCESSIONS / WAIVERS / REDUCTIONS IN DEVELOPMENT STANDARDS, INCLUDING A WAIVER OF THE COVERED PARKING REQUIREMENT, A REDUCTION IN REQUIRED PARKING FROM 290 SPACES TO 214 SPACES, AND A REDUCTION IN BICYCLE PARKING FROM 150 SPACES TO 50 SPACES ARE NEEDED TO

ENSURE THE AFFORDABILITY OF THE PROJECT.

- M. THE PROPOSED DENSITY BONUS AND CONCESSIONS / WAIVERS / REDUCTIONS IN DEVELOPMENT STANDARDS ARE CONSISTENT WITH STATE DENSITY BONUS LAW.

- N. AS THE PROJECT IS CONDITIONED, THE PROPOSED CONCESSIONS / WAIVERS / REDUCTIONS IN DEVELOPMENT STANDARDS, INCLUDING A WAIVER OF THE COVERED PARKING REQUIREMENT, A REDUCTION IN REQUIRED PARKING FROM 290 SPACES TO 214 SPACES, AND A REDUCTION IN BICYCLE PARKING FROM 150 SPACES TO 50 SPACES WILL NOT HAVE A SPECIFIC ADVERSE IMPACT UPON THE PUBLIC HEALTH AND SAFETY OF THE COMMUNITY OR THE PHYSICAL ENVIRONMENT.

Attachment 4

Conditions of Approval

**CONDITIONS OF APPROVAL FOR THE MANGINI PLACE APARTMENTS PROJECT (PN 20-279)
ON THE NORTHWEST CORNER OF MANGINI PARKWAY AND SAVANNAH PARKWAY
DESIGN REVIEW, MINOR ADMINISTRATIVE MODIFICATION AND DENSITY BONUS/DEVELOPMENT WAIVERS**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p>The Owner/ Applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Preliminary Site Plan, dated December 31, 2020. 2. Preliminary Utility Plan, dated December 31, 2020. 3. Preliminary Grading and Drainage Plan, dated December 31, 2020. 4. Preliminary Landscape Plan and Details, dated December 31, 2020.. 5. Preliminary Access and Circulation Plan, dated December 31, 2020. 6. Building Elevations, Renderings, and Floor Plans, dated June 28, 2021. 7. Access and Circulation Analysis, dated June 25, 2021 8. Environmental Noise Analysis, dated July 8, 2021 9. Environmental Checklist for the Mangini Place Apartments Project <p>The density bonus, proposed concessions/waivers/reductions in development standards, Design Review Application, and Minor Administrative Modification are approved for the development and operation of a 152-unit multi-family affordable residential project (Mangini Place Apartments). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, B	CD (P)(E)
2.		<p>Building plans, and all civil engineering, improvement, landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, B	CD (P)(E)(B)
3.		<p>The project approval granted under this staff report (Design Review and Density Bonus/Concessions/Waivers) shall remain in effect for two years from final date of approval (August 18, 2023). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval. The Minor Administrative Modifications (MAM) does not have an expiration date.</p>	B	CD (P)

4.		The Applicant shall agree to and the City shall enforce the continued affordability of all very low and low income rental units that qualified the Applicant to the award of the density bonus which shall remain in effect for 55 years.	OG	CD
5.		<p>The Owner/Applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The Owner/Applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The Owner/Applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.	B	CD (E)
7.	✓	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)

8.		The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. In the event that the City amends its Inclusionary Housing Ordinance (IHO) with respect to inclusionary requirements for rental housing units prior to Owner/Applicant's submittal of a complete application for a building permit for the Mangini Place Apartments Project, the Owner/Applicant (or successor in interest) shall be subject to said rental unit inclusionary requirements, as amended.	B	CD (P)
POLICE/SECURITY REQUIREMENT				
9.		<p>The Owner/Applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • 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				
10.		The Owner/Applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.	B	CD (P)(E)
11.		If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)

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

GRADING PERMIT REQUIREMENTS				
15.		The Owner/Applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)
16.		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)
17.		The final location, design, height, materials, and colors of the retaining walls shall be subject to review and approval by the Community Development Department.	G, I, B	CD (P)(E), FD
IMPROVEMENT PLAN REQUIREMENTS				
18.		The improvement plans for the required public and private improvements necessary to serve the project shall be reviewed and approved by the Community Development Department prior to approval of a building permit for the project.	B	CD (E)
19.		The required public and private on-site improvements, including but not limited to street and frontage improvements including landscape and irrigation improvements on Savannah Parkway and Mangini Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the project.	I, O	CD (E)
20.		Public and private on and off-site improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I	CD (P)(E)
21.		The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <i>Standard Construction Specifications</i> .	I	CD (E)

22.		<p>The Owner/Applicant of all project phases shall submit a lighting plan for the Project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. 	I	CD (P)
23.		<p>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.</p>	B	CD (P)(E)
24.		<p>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.</p>	I, OG	CD (E)
25.		<p>The Owner/Applicant shall pay for, furnish, and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter for the project.</p>	I	CD (E), EWR
26.		<p>The Owner/Applicant shall provide sanitary sewer, water, and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>. The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW

27.		<p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G, I	CD (E)
28.		<p>During Construction, the Owner/Applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)
29.		<p>The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public streets. A minimum of twelve and one-half-foot (12.5’) wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public rights-of-way. The Owner/Applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public right of way may be reduced with prior approval from public utility companies.</p>	I	CD (E)

30.		<p>The Owner/Applicant shall disclose to the renters in the rental lease agreement the following items:</p> <ol style="list-style-type: none"> 1) The soil at the project site may contain naturally occurring asbestos and naturally occurring arsenic. 2) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 3) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times. 4) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising the Owner/Applicant and renters of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 5) Notice to tenants regarding parking management and that on street parking is not allowed on Mangini Parkway or Savannah Parkway. 	O	CD (P) PK
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FIRE DEPT REQUIREMENTS

31.		<p>The Owner/Applicant shall comply with the following Fire Department requirements:</p> <ul style="list-style-type: none"> • The apartment building(s)/clubhouse shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal. • Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. • All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior. • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on site. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30. 	G, I, B	CD (P), FD
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LANDSCAPE/TREE PRESERVATION REQUIREMENTS

32.		<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>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 city-wide landscape rules or regulations on water usage. The Owner/Applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Mangini Place Apartments Project.</p>	B	CD (P)(E)
33.		<p>The Owner/Applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	B, OG	CD (P)(E)

TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
34.		<p>Based on the recommendations of the Access and Circulation Analysis dated June 25, 2021, and to ensure safe travel within the project site, the following conditions of approval shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> a. Mangini Parkway and Savannah Parkway frontage improvements, including the intersection of Mangini Parkway and Savannah Parkway (unsignalized), shall be completed and accepted prior to the first issuance of the first Certificate of Occupancy for the project. b. The eastbound left-turn lane from Mangini Parkway into the Mangini Place Apartments project shall include 125-foot storage/deceleration plus a 60-foot bay taper. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, non-conflicting movements) shall be provided, and maintained at this intersection for vehicles entering and exiting from Mangini Parkway in a manner consistent with published City standards. c. The Owner/Applicant shall provide an approved Emergency Vehicle Access to the satisfaction of the City through the approved Mangini Ranch Phase 1C North Subdivision (PN 21-001) and the Mangini Ranch Phase 1C North 4-Pack Subdivision (PN 21-002) to Savannah Parkway/Placerville Road to provide a secondary access for the project should either of these subdivisions not be complete prior to issuance of the first Certificate of Occupancy for the project. 	B, O	CD (E), PW, FD
35.		A minimum of 214 on-site parking spaces inclusive of guest spaces shall be provided for the Project.	I, O	CD (P)(E)
36.		A minimum of 50 on-site bicycle parking spaces shall be provided for the project as proposed by the Project Applicant.	I, O	CD (P)(E)

ARCHITECTURE/SITE DESIGN REQUIREMENTS

37.		<p>The Mangini Place Apartments project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for six three-story and one two-story apartment buildings and a clubhouse building associated with the Mangini Place Apartments Project. The Applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated June 25, 2021. 2. The design, materials, and colors of the proposed Mangini Place Apartments buildings and clubhouse shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. 4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping. 	B	CD (P)(B)
38.		<p>The final location, design, materials, and colors of the trash/recycling/compost enclosures shall be subject to review and approval by the Community Development Department.</p>	B	CD (P) (E)
39.		<p>The final location, height, size, and design of any future signs shall be subject to review and approval by the Community Development Department to ensure consistency with the requirements of the <u>Folsom Municipal Code (FMC, Section 17.59.040 D)</u>. In addition, the Owner/Applicant shall obtain a sign permit prior to installation of the monument sign.</p>	B	CD (P)

NOISE REQUIREMENTS				
40.		<p>Based on the recommendations of the Environmental Noise Analysis dated July 8, 2021 (Attachment 15), the following conditions of approval shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • A six-foot masonry retaining wall shall be installed along Savannah Parkway. • Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • All second- and third-floor windows of the lots located adjacent to Mangini Parkway from which the roadway is visible shall have a minimum STC rating of 32. 	B	CD (P)(B)
41.		Hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays.	B	CD (P)(B)
PARKS AND RECREATION REQUIREMENTS				
42.		The Owner/Applicant shall install the required public and private on-site improvements, including but not limited to street and frontage improvements including landscape and irrigation improvements on Savannah Parkway and Mangini Parkway prior to issuance of the first Certificate of Occupancy for the project.	I, G, O	CD (P)(E), PR
MISCELLANEOUS REQUIREMENTS				
43.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , as amended from time to time.	I, B, OG	CD (P)(E)

MITIGATION MEASURES				
44.	✓	<i>Mangini Place Apartments Mitigation Monitoring Reporting Program (MMRP).</i> The Owner/Applicant shall implement all of the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014). The Mitigation Monitoring and Reporting Program for the Mangini Place Apartments project is included as Attachment 20 to the staff report.	I, G, B, OG	CD (E)(P), PW, FD, EWR, PD, PR
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
45-1	3A.1-4 (FPASP EIR/EIS)	<p><i>Screen Construction Staging Areas.</i></p> <p>The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
45-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ 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 	Before approval of building permits.	City of Folsom Community Development Department

	<p>automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</p> <ul style="list-style-type: none"> ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ 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. ▶ 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. ▶ 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. ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>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</p>		
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		<p>project applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
45-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the project applicant(s) for any discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure 	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>

	<p>[Title 13, Section 2455 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</p> <ul style="list-style-type: none"> ▶ 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. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> ▶ 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. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none"> ▶ 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. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none"> ▶ 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 		
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		<p>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.</p> <p>► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>		
45-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>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</p>	Before the approval of all grading plans by the City and throughout project construction	The City of Folsom Community Development Department shall not grant any grading permits to the respective project

		<p>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 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.</p>	for all project phases.	applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.
45-5	3A.2-1c (FPASP EIR/EIS)	<p>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, 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,</p>	Before the approval of all grading plans by the City.	City of Folsom Community Development Department

		including receptors proposed by the project that exist at the time the construction activity would occur.		
45-6	3A.2-2 (FPASP EIR/EIS)	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></p> <p>To reduce operational emissions, the project applicant(s) for any 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.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
45-7	3A.2-4a (FPASP EIR/EIS)	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>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.</p> <p>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.</p> <p>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.</p>	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
45-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ 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) 	Before the approval of building permits by the City and throughout project	City of Folsom Community Development Department

		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.	construction, where applicable, for all project phases.	
BIOLOGICAL RESOURCES				
45-9	3A.3-1a (FPASP EIR/EIS)	<p><i>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.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City’s Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for</p>	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

		<p>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 permits.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, “Hydrology and Water Quality,” are met.</p>		
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45-10	3A.3-2a (FPASP EIR/EIS)	<p><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i></p> <p>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.</p> <p>If active nests are found, impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>	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.
GEOLOGY AND SOILS				

45-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ 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. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
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45-12	3A.7-1b (FPASP EIR/EIS)	<p><i>Monitor Earthwork during Earthmoving Activities.</i></p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
45-13	3A.7-3 (FPASP EIR/EIS)	<p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>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 reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>	Before the start of construction activities.	City of Folsom Community Development Department

45-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom Community Development Department
45-15	3A.7-10 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ 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 lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

<p>45-16</p>	<p>3A.4-1 (FPASP EIR/EIS)</p>	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD’s recommended measures for reducing construction related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ 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). 	<p>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.</p>	<p>City of Folsom Community Development Department</p>
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		<ul style="list-style-type: none"> ▶ 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. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
45-17	3A.8-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted),</p>	Before and during earth moving activities	City of Folsom Community Development Department

	<p>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.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ 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 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. 		
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		<ul style="list-style-type: none"> ▶ 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				
45-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> ▶ 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 ▶ 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 	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> ▶ 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. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
45-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site</p>	Before approval of grading plans and building	City of Folsom Public Works Department

	<p>upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ 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 Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: <ul style="list-style-type: none"> • 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; 	permits of all project phases.	
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		<ul style="list-style-type: none"> • 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. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be 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).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
45-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> ▶ 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. 	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

		<p>R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).</p> <ul style="list-style-type: none"> ▶ 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: <ul style="list-style-type: none"> • Surface swales; • Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>		
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NOISE AND VIBRATION

<p>45-21</p>	<p>3A.11-1 (FPASP EIR/EIS)</p>	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> ▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ All motorized construction equipment shall be shut down when not in use to prevent idling. ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete 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. 	<p>Before and during construction activities on the SPA and within El Dorado Hills.</p>	<p>City of Folsom Community Development Department</p>
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		<ul style="list-style-type: none"> ▶ 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				
45-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department

45-23	3A.14-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p>	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
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45-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>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.</p>	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
TRAFFIC AND TRANSPORTATION				
45-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p> <p>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).</p>	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

45-26	3A.15-1b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></p> <p>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).</p>	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
45-27	3A.15-1c (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></p> <p>To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.</p>	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
45-28	3A.15-1e (FPASP EIR/EIS)	<p><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></p> <p>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.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine	City of Folsom Public Works Department

			when the improvement should be implemented.	
45-29	3A.15-1f (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i> 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 should be implemented.	City of Folsom Public Works Department
45-30	3A.15-1h (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i> 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
45-31	3A.15-1i (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to	Sacramento County Public Works Department

		<p>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).</p>	<p>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 complete before the first phase of the Proposed Project or alternative is built.</p>	
45-32	3A.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>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.</p>	<p>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</p>	<p>Sacramento County Public Works Department</p>

			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 program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	
45-33	3A.15-11 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	El Dorado County Department of Transportation

			determine during which project phase the improvement should be built.	
45-34	3A.15-1o (FPASP EIR/EIS)	<p><i>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</i></p> <p>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 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.</p>	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
45-35	3A.15-1p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>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.</p> <p>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).</p>	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

45-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>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).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be 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.</p>	Caltrans
45-37	3A.15-1r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></p> <p>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</p>	<p>Before project build out. A phasing analysis should be performed to determine during which</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>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).</p>	<p>project phase the improvement should be built.</p>	
45-38	3A.15-1s (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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 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).</p>	<p>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.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
45-39	3A.15-1u (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	<p>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</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

			improvement should be built.	
45-40	3A.15-1v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></p> <p>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.</p> <p>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 Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	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 Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
45-41	3A.15-1w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></p> <p>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).</p>	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
45-42	3A.15-1x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i> 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</p>	Before project build out. A phasing analysis should	City of Folsom Public Works Department and Sacramento

		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).	be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	County Department of Transportation
45-43	3A.15-1y (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i> 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
45-44	3A.15-1z (FPASP EIR/EIS)	<i>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).</i> 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	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

		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).	determine during which project phase the improvement should be built.	
45-45	3A.15-1aa (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i> 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 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).	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
45-46	3A.15-1dd (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i> 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

45-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>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 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).</p>	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
45-44	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>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).</p>	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
45-49	3A.15-1gg (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>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).</p>	<p>approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
45-50	3A.15-1hh (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></p> <p>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).</p>	<p>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.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
45-51	3A.15-1ii (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></p> <p>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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which</p>	<p>Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works</p>

			project phase the improvement should be built.	
45-52	3A.15-2a (FPASP EIR/EIS)	<p><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></p> <p>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.</p>	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
45-53	3A.15-2b (FPASP EIR/EIS)	<p><i>Participate in the City's Transportation System Management Fee Program.</i></p> <p>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.</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department
45-54	3A.15-2c (FPASP EIR/EIS)	<p><i>Participate with the 50 Corridor Transportation Management Association.</i></p> <p>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.</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department

45-55	3A.15-3 (FPASP EIR/EIS)	<p><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></p> <p>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.</p>	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
45-56	3A.15-4a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i></p> <p>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).</p>	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
45-57	3A.15-4b (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase	City of Folsom Public Works Department

			the improvement should be built.	
45-58	3A.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>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).</p>	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
45-59	3A.15-4d (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	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

45-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>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).</p>	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
45-61	3A.15-4f (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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
45-62	3A.15-4g (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom Public Works Department

		left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	approval of the first subdivision map to determine during which project phase the improvement should be built.	
45-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i> 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.
45-64	3A.15-4j (FPASP EIR/EIS)	<i>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).</i> 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 Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	Sacramento County Department of Transportation.

		the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	project phase the improvement should be built.	
45-65	3A.15-4k (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	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.
45-66	3A.15-4l (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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 Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	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.

45-67	3A.15-4m (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
45-68	3A.15-4n (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
45-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.	
45-70	3A.15-4p (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i> 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.
45-71	3A.15-4q (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i> 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 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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	Sacramento County Department of Transportation.

		the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	project phase the improvement should be built.	
45-72	3A.15-4r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></p> <p>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).</p>	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.
45-73	3A.15-4s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></p> <p>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 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).</p>	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.

45-74	3A.15-4t (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
45-75	3A.15-4u (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
45-76	3A.15-4v (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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),</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.	
45-77	3A.15-4w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i> 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.
45-78	3A.15-4x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i> 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	Sacramento County Department of Transportation.

			project phase the improvement should be built.	
45-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>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).</p>	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				
45-80	3A.16-1 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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.</p>	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

45-81	3A.16-3 (FPASP EIR/EIS)	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></p> <p>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.</p>	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
45-82	3A.18-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Surface Water Supply Availability.</i></p> <p>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.</p> <p>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.</p>	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
45-83	3A.18-2a (FPASP EIR/EIS)	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>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.</p>	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

45-84	3A.18-2b (FPASP EIR/EIS)	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>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.</p>	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
45-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>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.</p> <p>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, 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.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department
45-86	4.4-7 (Westland/ Eagle SPA)	<p><i>Preconstruction Nesting Bird Survey.</i></p> <p>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).</p>	Before approval of grading or improvement plans or any	California Department of Fish and Game, and City of Folsom Community

		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.	ground disturbing activities, including grubbing or clearing, for any project phase.	Development Department
45-87	3A.5-1a (Westland/ Eagle SPA)	<i>Comply with the Programmatic Agreement.</i> 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;
45-88	3A.5-2 (Westland/ Eagle SPA)	<i>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.</i> To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: <ul style="list-style-type: none"> ▶ 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 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 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers

		<p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>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.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>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:</p> <ul style="list-style-type: none"> ▶ 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 		
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		<p>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.</p> <p>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.</p>		
45-89	3A.5-3 (Westland/ Eagle SPA)	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the 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]).</p> <p>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.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. 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:</p> <ul style="list-style-type: none"> ▶ 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. 	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

		<p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>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.</p>		
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CONDITIONS

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

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

Attachment 5

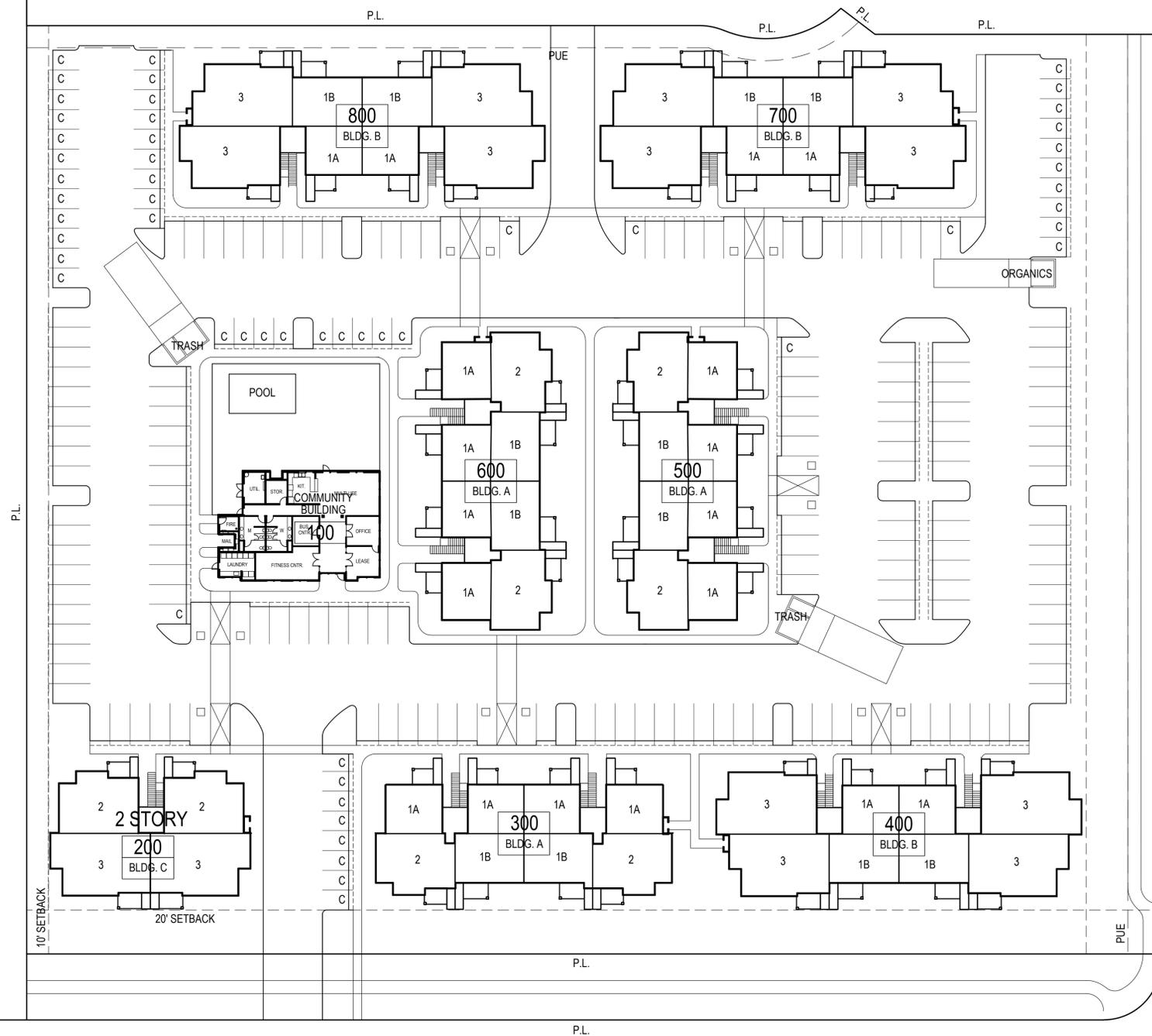
Site Plan dated June 28, 2021

- 90 1 BR. UNITS
- 22 2 BR. UNITS
- 40 3 BR. UNITS

- 152 TOTAL UNITS

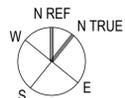
- 168 STD. PARKING
- 13 ACCESSIBLE
- 53 COMP. PARKING
(25%, 30% ALLOW.)

- 214 TOTAL PARKING
- 214 REQUIRED



SITE PLAN

1" = 30'-0"



MANGINI PARKWAY

SAVANNAH PARKWAY

GRABER - RASMUSSEN
architects

1725 J Street
Sacramento, CA 95811
916-444-8982
graber-rasmussen.com

MANGINI PLACE AFFORDABLE
152 UNIT APARTMENT PROJECT
MANGINI PARKWAY
FOLSOM, CALIFORNIA

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DRAWING DATE	JUNE 28, 2021
REVISION	
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A 1
SITE PLAN

Attachment 6

Density Bonus Request

**Mangini Place Affordable
Implementation of California Density Bonus Law**
(Government Code Section 56915-65918)

DENSITY CALCULATION AND DENSITY BONUS:

The maximum density allowed by City Code for the SP-MU zoned 5.00-acre project site is 30 dwelling units per net acre, yielding 150 units. To incentivize the inclusion of income-restricted housing in market rate projects, state density bonus law and Folsom Municipal Code (FMC sec. 17.102) entitles applicants to incentives and waivers to jurisdictions’ design standards and guidelines.

The Mangini Place Affordable Apartments’ applicant proposes including 152 non-mandated extremely low-income (30% AMI), very low-income (50% AMI), and low-income (60% AMI and 70% AMI) units in its rental apartment project, thus entitling it to an additional 35% density bonus for a total potential project size of 202 units. The applicant proposes a 152-unit project, which is within the acceptable density bonus range.

In addition to the increased density, the project is also entitled to three incentives/concessions and unlimited waivers to Folsom’s MU Zone design standards and guidelines under state density bonus law (California Government Code Section 56915-65918) and Folsom’s Municipal Code (FMC sec. 17.102.050).

Incentive/Concession:	None
Waiver(s):	Vehicle Parking Bicycle Parking

DENSITY BONUS LAW IMPLEMENTATION:

Waivers:

Vehicle Parking Required by SP-MU Zoning:	218 Covered Spaces + 76 Uncovered Guest Spaces
Vehicle Parking Allowed by Density Bonus:	218 Parking Spaces
Vehicle Parking Proposed:	218 Uncovered Spaces

Bicycle Parking Required by SP-MU Zoning	152 long term bicycle storage
Bicycle Parking Proposed	Individual vertical bike racks on balconies/patios + bike racks spread across the site monitored by management

Vehicle Parking:

The vehicle parking standard for SP-MU zoning requires 218 covered and 76 uncovered spaces. This requirement creates both design- and cost-related obstacles for this 100% affordable housing community.

Design Feasibility: Carports require slightly more space than uncovered spaces (due to intermittent columns). Addition of any carports will result in loss of parking spaces which would put the project out of compliance with state density bonus law parking requirements.

Financial Feasibility: The cost of providing carports will push the project's overall cost per unit higher than current projections. This increase will result in a higher per unit request of Federal Tax-Exempt Bonds, one of the main affordable housing finance sources. Currently, tax-exempt bonds are extremely competitive and use a per unit cost tiebreaker to award projects. The slightest increase in the request per unit could result in the project losing its competitive advantage and not getting bond allocation. This could result in multiple rounds of funding applications and years of delay in securing project's financing and, consequently, delivery of these much-needed affordable housing units.

Bicycle Parking:

The bicycle parking required per the SP-MU zoning is one space per unit provided in one of the following forms:

- 1) bicycle locker
- 2) a locked room with access limited to cyclists only
- 3) a standard bicycle rack in a location that is monitored

Design Feasibility: The project site is constrained by grade differences to the east which deem about 11,200 sq. ft. of the site undevelopable. The current proposed building and open space layouts maximize the use of the remaining space. Adding 152 long-term bike lockers would result in reduction of unit and/or community space square footages. To keep adequately sized units and preserve the spaces allocated for tenant services and activities, without changing the construction type, we propose providing vertical bike racks on individual patio/balconies as well as short-term bike racks in areas monitored by management.

Attachment 7

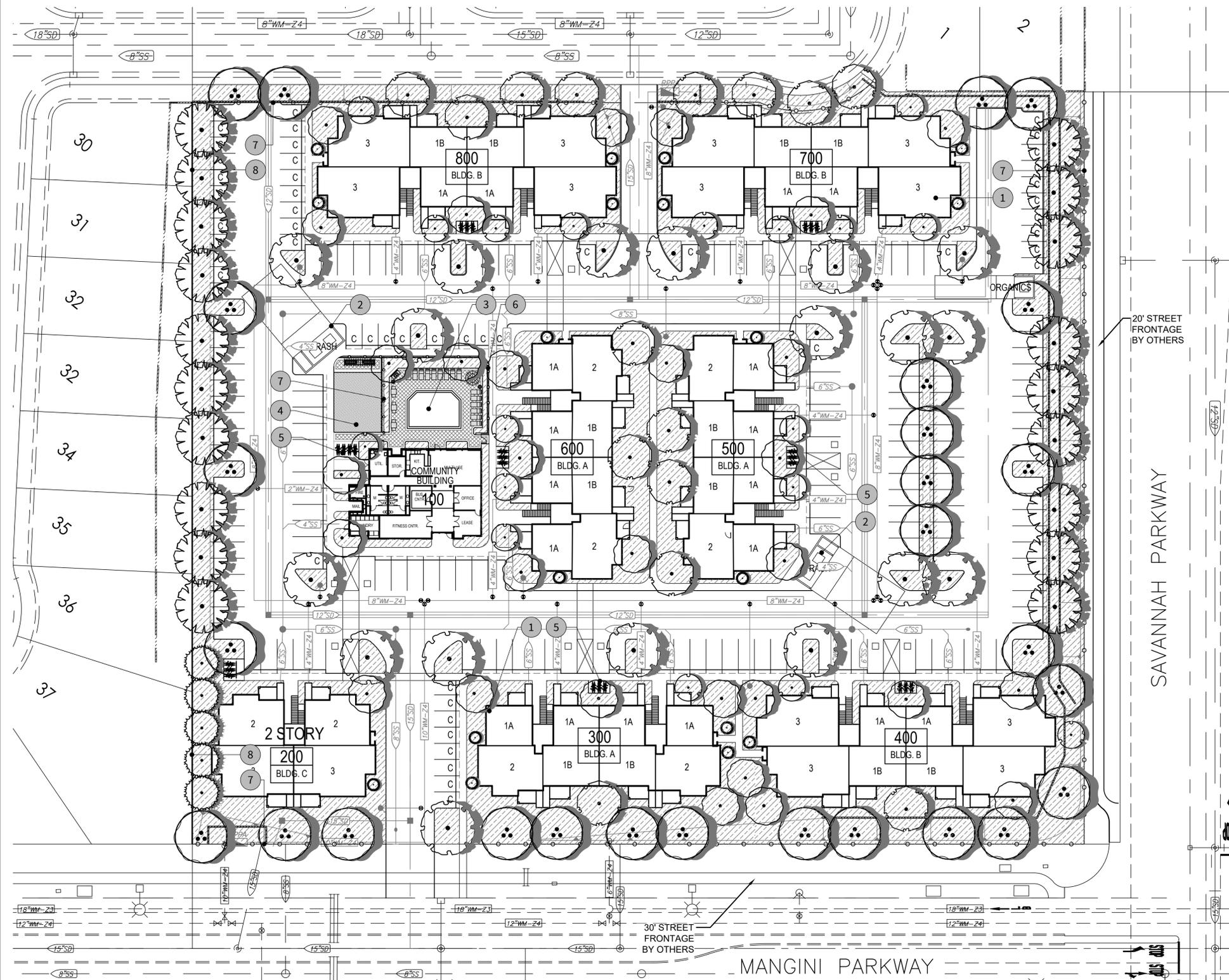
Utility Plan, dated April 16, 2021

Attachment 8

Grading and Drainage Dated April 16, 2021

Attachment 9

Landscape Plan and Details Dated April 18, 2021



PLANT LEGEND

TREES	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE	QTY
	ACE RED	ACER RUBRUM 'REDPOINTE' REDPOINTE MAPLE	15 GAL.	M	30
	LAU SAR	LAURUS X 'SARATOGA' SARATOGA HYBRID LAUREL	15 GAL.	L	5
	MAG ROY	MAGNOLIA STELLATA 'ROYAL STAR' ROYAL STAR MAGNOLIA	15 GAL.	M	18
	PIN CAN	PINUS CANARIENSIS CANARY ISLAND PINE	15 GAL.	L	19
	POD MAC	PODOCARPUS MACROPHYLLUS SHRUBBY YEW PODOCARPUS	15 GAL.	M	18
	TIL GSP	TILIA CORDATA 'GREENSPIRE' GREENSPIRE LINDEN	15 GAL.	M	15
	ULM DRA	ULMUS PARVIFOLIA 'DRAKE' DRAKE CHINESE ELM	15 GAL.	L	27
	ZEL VIL	ZELKOVA SERRATA 'VILLAGE GREEN' SAWLEAF ZELKOVA	15 GAL.	L	18

SHRUBS	SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	REMARKS
		BACKGROUND / SCREEN SHRUBS - EVERGREEN, LARGE SHRUBS TO 6'-0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS.			
		ABELIA X 'ED GOUCHER' GLOSSY ABELIA	# 5	LOW	--
		ARCTOSTAPHYLOS 'SUNSET' SUNSET MANZANITA	# 5	LOW	--
		ARBUTUS UNEDO STRAWBERRY TREE	# 5	LOW	--
		RHAPHIOLEPIS INDICA 'JACK EVANS' INDIA HAWTHORN	# 5	LOW	--
		XYLOSMA C. 'COMPACTA' COMPACT XYLOSMA	# 5	LOW	--
		FACER/FILLER SHRUBS EVERGREEN OR DECIDUOUS SHRUBS TO 4'-0". USED FOR 'TERRACING' OF PLANT MATERIAL. SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS.			
		DIANELLA CAERULEA BLUE FLAX LILY	# 5	LOW	--
		DIETES BICOLOR FORTNIGHT LILY	# 5	LOW	--
		LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	# 5	LOW	--
		MUHLENBERGIA RIGENS DEER GRASS	# 5	LOW	--
		NANDINA DOMESTICA 'COMPACTA' HEAVENLY BAMBOO	# 5	LOW	--
		RHAPHIOLEPIS INDICA 'SPP.' INDIA HAWTHORN	# 5	LOW	--
		GROUND COVER MATERIAL - SMALL SCALE DUE TO PROJECT TYPE, EVERGREEN OR PERENNIAL SHRUBS TO 24" HIGH. USED AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.			
		ARCTOSTAPHYLOS U. URSI MANZANITA	# 1	LOW	36" O.C.
		ACACIA REDOLENS 'LOW BOY' PROSTRATE ACACIA	# 1	LOW	36" O.C.
		MYOPORUM PARVIFOLIUM 'PUTAH CREEK' CREEPING MYOPORUM	# 1	LOW	24" O.C.
		ROSA FLOWER CARPET (WHITE AND RED) FLOWER CARPET ROSE	# 1	MED	36" O.C.
		TEUCRIUM X LUCIDRYS 'PROSTRATUM' PROSTRATE GERMANDER	# 1	LOW	18" O.C.
		VINES/ESPALIER MATERIAL - EVERGREEN OR PERENNIAL VINES WITH MANAGEABLE SPREAD FOR COVERING BLANK WALLS, AND CASCADE OVER OUTDOOR ARBORS AND ACCENT STONE WALLS. USED TO SOFTEN ARCHITECTURAL ELEMENTS AND CREATE SEASONAL INTEREST VERTICALLY.			
		FICUS PUMILA CREEPING FIG	# 1	LOW	
		MACFADHEYANA UNGIS CATII CATS CLAW VINE	# 1	LOW	

SHADE CALCULATIONS

TOTAL PAVED AREA = 78,514 S.F.
 TOTAL SHADE REQUIRED (50%) = 39,257 S.F.
 TOTAL SHADE PROVIDED (52%) = 40,607 S.F.

DIA.	QTY.	S.F.	TOTAL S.F.
------	------	------	------------

35' TREES			
(PINC, ULM, ZEL)			
100%	25	962	24,050
75%	3	722	2,166
50%	24	481	11,544
25%	0	240	0

25' TREES			
(TILC)			
100%	0	491	0
75%	0	369	0
50%	2	246	492
25%	0	123	0

20' TREES			
(ACER, MAGR)			
100%	0	314	0
75%	0	236	0
50%	15	157	2,355
25%	0	79	0

TOTAL SHADE PROVIDED: 40,607 S.F.

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	PROPOSED BUILDINGS - SEE ARCHITECTURAL PLANS
2	PROPOSED TRASH ENCLOSURE - SEE ARCHITECTURAL PLANS
3	PROPOSED POOL AND AMENITY AREA
4	PROPOSED TOT LOT AREA
5	PROPOSED BIKE RACK
6	PROPOSED 6" DECORATIVE METAL SCREEN FENCE
7	PROPOSED 6" OPEN METAL FENCE
8	PROPOSED 6" MASONRY WALL (INSTALLED BY HOME BUILDER)

GRABER - RASMUSSEN
architects

1725 J Street
Sacramento, CA 95811
916.444.8822
graber-rasmussen.com

MANGINI PLACE AFFORDABLE
152 UNIT APARTMENT PROJECT

MANGINI PARKWAY
FOLSOM, CALIFORNIA

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REGISTERED LANDSCAPE ARCHITECT
KEVIN C. LEAMY
No. 4965
Signature: 12/21/20
XX0000XX
STATE OF CALIFORNIA

FLIG # - SAC:20068

DRAWING DATE: JUNE 25, 2021

REVISION:
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DATE OF ISSUE:

PRELIMINARY
LANDSCAPE
PLAN

PL1

FUHRMAN LEAMY
LAND GROUP
DESIGN • SERVICE • SOLUTIONS

9140 PROFESSIONAL DRIVE, SUITE 115 ROSEVILLE, CA 95661
(916) 783-5263 info@flandgroup.com

Attachment 10

Access and Circulation Plan Dated June 25, 2021

To: Sahar Soltani, St. Anton Communities, LLC
From: Matt Weir, P.E., T.E., PTOE, RSP₁
Re: *Access Evaluation*
Mangini Ranch – Mangini Place Apartments
Date: June 25, 2021

Per your request, we have prepared this access evaluation specific to the Mangini Place Apartments component of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom¹ and the project team. The following is discussion of our evaluation, findings, and recommendations.

As a framework for this evaluation, the City specifically requested¹ the following:

- Consider all three projects (Mangini Place Apartments, 1C North, and 1C Four Pack) together. By evaluating the three projects together, the City can more easily condition the completion of the various internal roadways to ensure adequate access and circulation are provided.
- Consider that the City has authorized the construction of Mangini Parkway along the project frontage, east to the future Savannah Parkway intersection. Consideration is required for the traffic control and lane configuration at the Mangini Parkway intersection with the access driveway for the Mangini Place Apartments project.
- Consider the ultimate Savannah Parkway roadway will be constructed along the projects' frontage, including the Mangini Parkway/Savannah Parkway intersection. Consideration should be given to the transition, both north and south, to existing Placerville Road.

I. Land Use, Trip Generation, and Primary Access

- **Mangini Place Apartments**, 152-units
- Phase 1C North, 76-unit single-family detached residential units
- Phase 1C Four Pack, 100-unit single-family detached residential units
 - Highest peak-hour volume²:
 - 164-trips IN (PM)
 - 153-trips OUT (AM)

A previously completed traffic study³ is understood to form the basis of the ultimate Savannah Parkway corridor, including traffic control at the Mangini Parkway intersection. This, and other prior efforts are included by reference allowing this access evaluation to focus exclusively on ingress and egress for the combination of the three projects (Mangini Place Apartments, 1C North, and 1C Four Pack). Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

- *Project Sites' Land Use*
The projects are understood to be consistent with the Specific Plan's land use.

¹ Telephone conferences with Steve Krahn, City of Folsom, December 9, 2020, April 5, 2021, and May 21, 2021.

² *Trip Generation Manual, 10th Edition*, Land Use 220 Multifamily Housing (Low-Rise) and 210 Single-Family Detached Housing regression equations, Institute of Transportation Engineers (ITE). Combination of all three projects' trips.

³ *Folsom South of U.S. Highway 50 Specific Plan DEIR/DEIS*, City of Folsom and USACE, June 2010.

- *Mangini Parkway and Savannah Parkway Access*
Exhibit 3A.15-103 (Cumulative Plus Project (with Mitigated Network) Conditions) of the prior traffic study³ specifies the lane configuration, including the addition of traffic signal control, at the Mangini Parkway intersection with Savannah Parkway. At the time of this memorandum, the City is in the process of constructing Mangini Parkway along the project frontage. These improvements are assumed to be constructed prior to the projects' occupancy. The projects' Savannah Parkway frontage is also anticipated to be improved to its ultimate width, including completion of the Mangini Parkway intersection with Savannah Parkway intersection. As discussed later in this memorandum, transitions are required north and south of the immediate project area to provide appropriate transition between the existing/un-improved and improved sections of this facility.

II. Access Conditions and Trip Assignment

- *Combined Projects (150 apartment units and 176 single-family detached residential units and) (see Exhibit 1)*
 1. Mangini Parkway @ Street "G"/Street "H": full access, side-street stop control (SSSC)*
 2. Savannah Parkway @ Street "A": full access, SSSC
 3. Mangini Parkway @ **Mangini Place Apartments Driveway**: full access, SSSC
 4. Mangini Parkway @ Savannah Parkway: full access, all-way stop control (AWSC)**

* At the time of this memorandum, the City is constructing Mangini Parkway along the project frontage. These improvements are assumed to be constructed prior to the projects' occupancy.

** This evaluation considers the triggers for the conversion from AWSC to traffic signal control.

Lastly it was necessary to approximate the peak-hour turning movements associated with the combined projects at the four noted access locations to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

- *Global Trip Assignment*
Per other traffic studies in the general project area:
 - 80% of the trips originate from or are destined for points north
 - 20% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
- *Approximate "Project Only" Peak-Hour Intersection Volumes⁴ (see Exhibit 1)*

III. Access Review

Based on our coordination with the City and project team, and review of the prior study³ and related project documentation, we offer the following recommendations for the conditions anticipated to result from the completion of the three projects:

- *Exterior Roadways*
As previously discussed, the City is in the process of constructing Mangini Parkway along the project frontage. These improvements, including the construction of the Street "G"/Street "H" intersection within the Phase 1C North project, are assumed to be constructed prior to the projects' occupancy. The projects' Savannah Parkway frontage is also anticipated to be improved its ultimate configuration, including completion of the Mangini Parkway intersection with Savannah Parkway.

⁴ Other adjacent and regional projects will also contribute traffic to the Mangini Parkway intersection with Savannah Parkway. The effect of those developments' traffic has been/will be analyzed separately, at the time those projects' applications come forward and the trigger for conversion from AWSC to traffic signal control will also be considered as part of those evaluations.

- These projects should be conditioned to construct these Mangini Parkway and Savannah Parkway frontage improvements, including their intersection (unsignalized), prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.
- o *Mangini Parkway Access*
The Mangini Parkway improvement plans (MacKay & Soms, April 2021) depict the Street “G”/Street “H” intersection with left-turn pockets in a manner generally consistent with the existing intersections previously constructed to the west. Although these plans indicate all-way stop control (AWSC), it is anticipated that this intersection will operate adequately with SSSC, as the other intersections to the west.

The same configuration (SSSC with an eastbound left-turn pocket) is anticipated to adequately serve the Mangini Place Apartments. As depicted in **Exhibit 1**, this access driveway is approximately equidistance between the Street ‘G’/Street “H” and Savannah Parkway intersections. This spacing will allow for the left-turn movements needed and as described herein. The eastbound left-turn lane from Mangini Parkway into the Mangini Place Apartments site should include 125-foot storage/deceleration plus a 60-foot bay taper. This configuration and traffic control are anticipated to be adequate considering the mix of volumes and speeds. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles entering and existing from Mangini Parkway in a manner consistent with published City standards.
- o *Mangini Parkway @ Savannah Parkway Intersection*
This intersection is anticipated to be signalized as development in the overall Plan Area advances. At this time, considering the projects’ relatively low contribution to the peak-hour volumes (89 total trips or ~7-percent of the total volume expected), the Mangini Parkway improvement plans’ indication of AWSC is considered to be adequate for the addition of these three projects.

IV. Summary of Findings and Recommendations

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

- o The consideration of the three projects together allows for a comprehensive review of the combined traffic volumes and localized traffic access and circulation considerations.
- o The City is in the process of constructing Mangini Parkway and Savannah Parkway along the project frontage, including completion of the Mangini Parkway intersection with Savannah Parkway (unsignalized). These projects should be conditioned to construct these improvements prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.
- o Because these three projects are only anticipated to contribute ~7-percent of the total anticipated volumes at the Mangini Parkway intersection with Savannah Parkway, the all-way stop control to be constructed as part of the Mangini Parkway improvement plans is appropriate for these conditions. Future projects will be required to consider traffic signal warrants and to identify when this conversion is required.
- o The Savannah Parkway frontage improvements will require transitions to safely connect the improved and un-improved facilities (see **Exhibit 2**).
- o The Mangini Parkway intersections with the Mangini Place Apartments driveway and Street “G”/Street “H” are anticipated to operate adequately with full access, side-street stop control. As noted, the Mangini Place Apartments’ driveway is located approximately

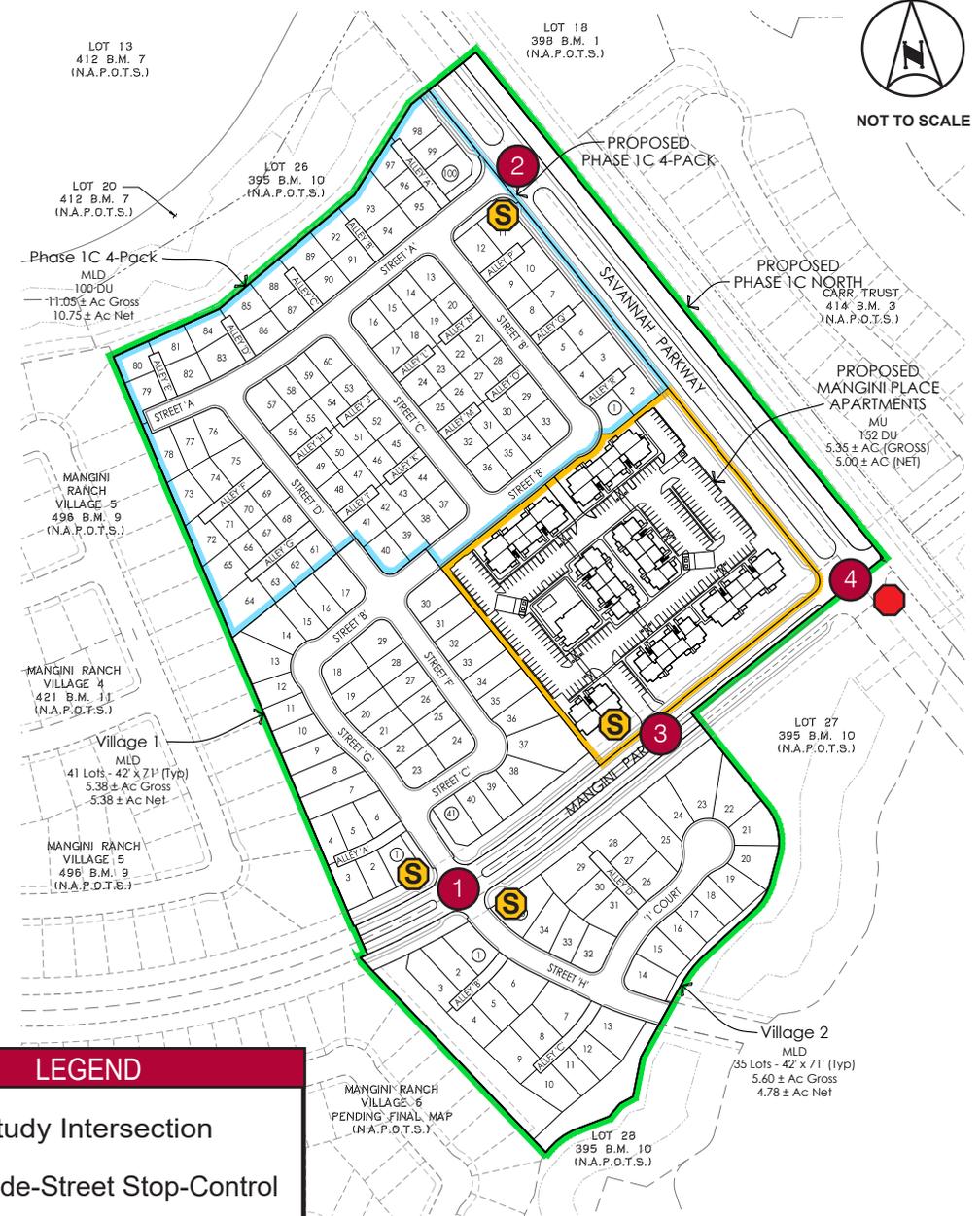
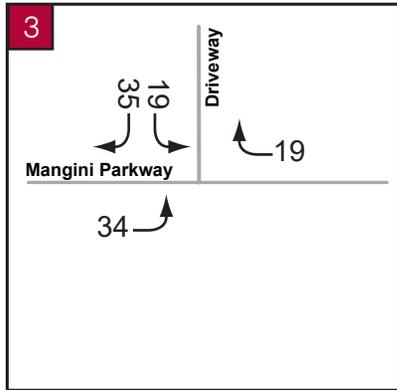
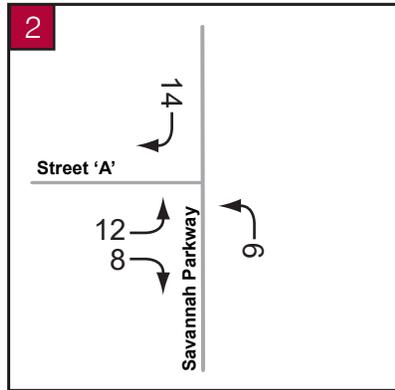
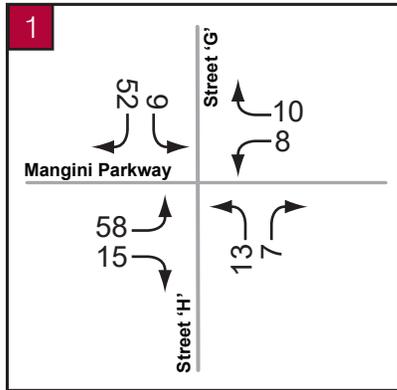
equidistance between the Street “G”/Street “H” and Savannah Parkway intersections. This spacing will allow for the left-turn movements (an eastbound left-turn lane providing 125-feet of deceleration/storage and a 60-foot bay taper) needed and as described herein.

Attachments

Exhibit 1 – Study Intersections and Traffic Control

Exhibit 2 – Savannah Parkway Transitions

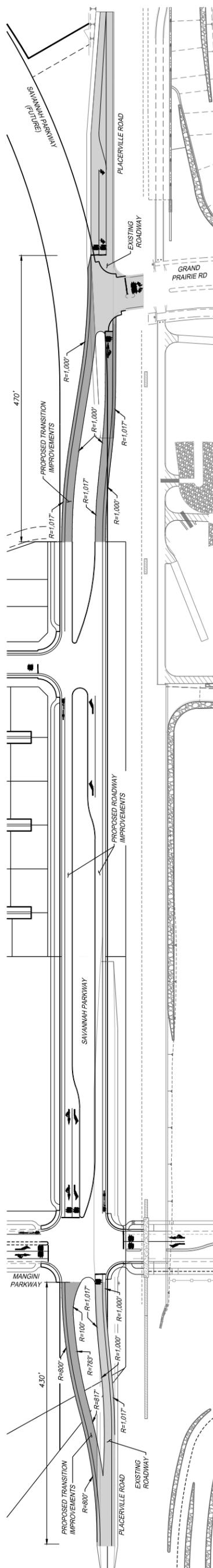
Turn Movements - Highest Peak Hour Volume



LEGEND

- Study Intersection
- Side-Street Stop-Control
- All-Way Stop-Control

Mackay and Soms is not responsible for the accuracy or completeness of reproductions of this document generated by others from electronic media.



0 40 80 160
SCALE: 1"=80'

Exhibit for
Improvements of Savannah Parkway
Mangini Ranch Ph.1C

City of Folsom
Scale 1"=80'

MACKEY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

California
May 20, 2021
7964.PH1C

PRELIMINARY - Subject to Revision

Attachment 11

Project Description Dated December 23, 2020

General Project Description

December 23, 2020

Mangini Place – An affordable family community within a Master Plan

Mangini Place Affordable Apartments is a highly amenitized master planned community comprised of 152 income-restricted luxury family rental housing residences.

The applicant, St. Anton Communities, is a locally based, privately owned affordable and market rate housing developer with more than 8,500 units developed throughout California, including multiple successful projects in the City of Folsom, which they continue to own and manage. Mangini Place is a Transit Oriented Development (“TOD”) with a pedestrian focus, within walking proximity to Mangini Ranch Elementary school, and proximate to a variety of grocery stores, retail shopping and restaurants.

In addition to providing income restricted housing that is indistinguishable from market rate housing, the project provides a variety of onsite amenities, programs and classes targeted toward the enrichment and growth of the community and the residents of *Mangini Place*.

SITE

The ±5.02 acre site is in the award-winning Folsom Plan Area Specific Plan. It is predominantly flat and has sufficient access to utilities and services. It fronts directly onto Mangini Parkway and will have access to a master planned system of trails, parks and bicycle paths.

DESIGN AND CONSTRUCTION

The project consists of multiple three-story wood-frame buildings with on grade parking. The building’s dynamic façade includes modern and unique design elements to stimulate activity and movement, with a special emphasis on the frontage of Mangini Parkway.

A clubhouse area furnished with landscaping, seating areas and bike racks encourages pedestrian activity and the use of alternative transportation along the Mangini Parkway. Dynamic window groupings, harmonious color composition, and decorative materials on exterior wall surfaces increase the aesthetic quality of the building and surrounding environment. The main pedestrian and vehicular access to the project is through an aesthetically enhanced entry with decorative pavement.

UNITS, AFFORDABILITY, PARKING AND COMMERCIAL SPACE

Mangini Place offers spacious one, two, and three-bedroom floor plans. The project includes 85 one-bedroom, 51 two-bedroom, and 14 three-bedroom units.

Approximately 45 of the units will be restricted to Very Low Income tenants (50% AMI) and 105 of the units will be restricted to Low Income tenants (60% AMI).

The project provides 228 total at-grade parking spaces.

ZONING AND ENTITLEMENT

The project’s Specific Plan designation and zoning is Mixed-Use (MU), which allows for the proposed residential density of 29.88 units/acre.

The applicant may utilize the state density bonus law which allows (by right) incentives, waivers and concessions to a jurisdiction's design and development requirements.

FEATURES AND AMENITIES

Units:

- One, two and three bedroom floor plans
- Washer/dryer hookups in all units
- Washer/dryers available in some units
- Laundry room
- Patio or balcony
- Wall to wall flooring
- White vertical blinds
- Fully equipped kitchens
- Designer cabinetry
- Double stainless steel sinks
- Dishwasher
- Refrigerator
- Self-cleaning oven range
- Built-In Microwave
- Garbage disposal
- Large bathrooms
- Shower/tub combos
- Sheet vinyl flooring
- Mirrored medicine cabinets

Common Areas:

- Leasing office
- Fully equipped communal kitchen
- Business Center
- Fitness Center
- Community room
- Classroom
- Mail center
- Maintenance room
- Swimming pool
- BBQ and sun deck
- Tot Lot
- Social activities
- Garden landscaping
- Bike racks

Attachment 12

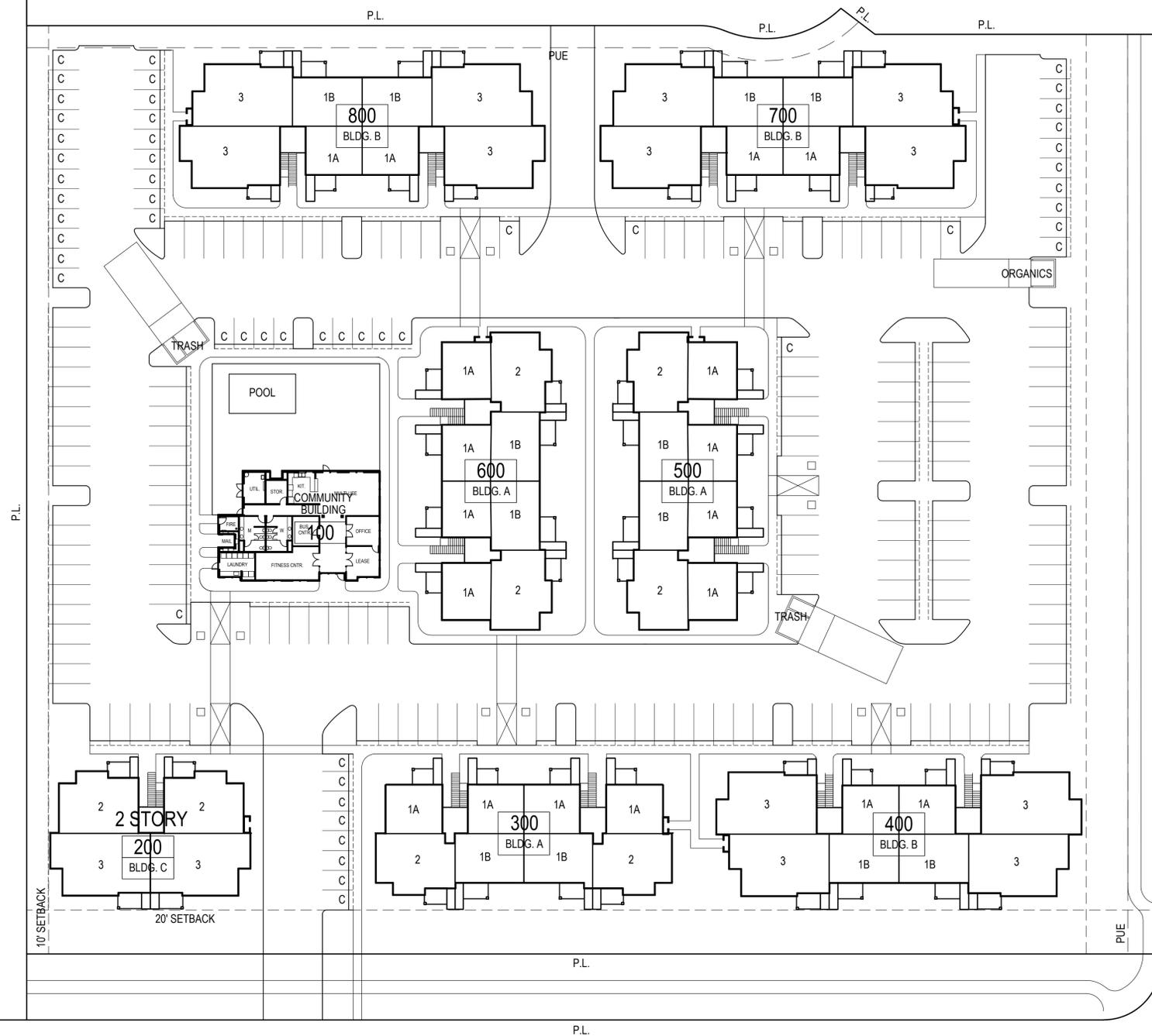
Building Elevations, Renderings and Floor Plans Date June 28, 2021.

- 90 1 BR. UNITS
- 22 2 BR. UNITS
- 40 3 BR. UNITS

- 152 TOTAL UNITS

- 168 STD. PARKING
- 13 ACCESSIBLE
- 53 COMP. PARKING
(25%, 30% ALLOW.)

- 214 TOTAL PARKING
- 214 REQUIRED



SITE PLAN

1" = 30'-0"



MANGINI PARKWAY

SAVANNAH PARKWAY

GRABER - RASMUSSEN
architects

1725 J Street
Sacramento, CA 95811
916-444-8982
graber-rasmussen.com

MANGINI PLACE AFFORDABLE
152 UNIT APARTMENT PROJECT
MANGINI PARKWAY
FOLSOM, CALIFORNIA

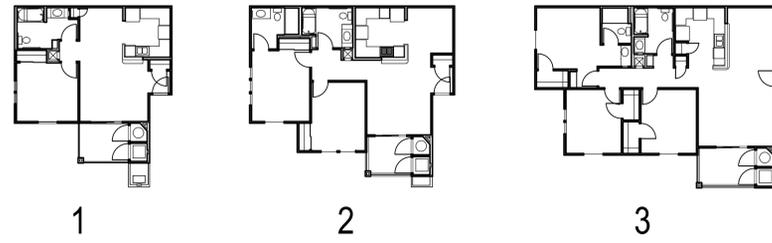
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REVISION	<ul style="list-style-type: none"> △ △ △ △ △
DATE OF ISSUE	

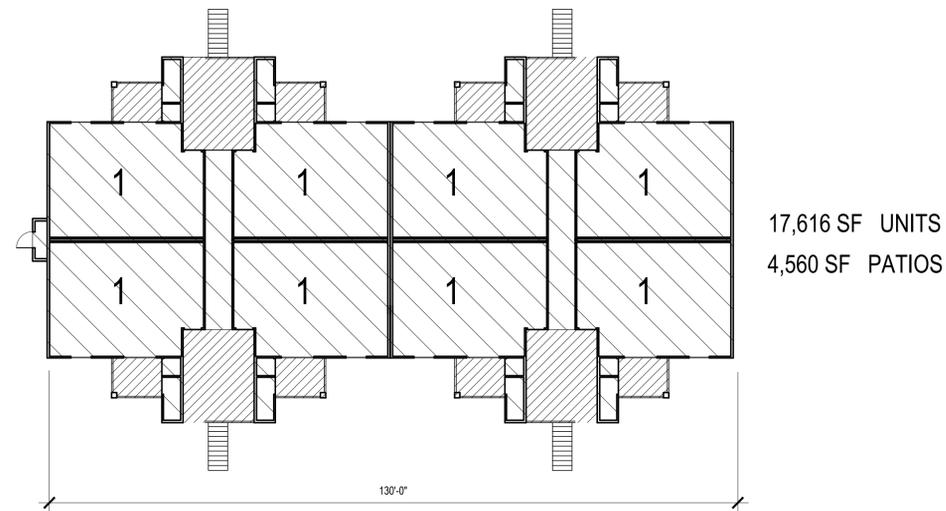
A 1

SITE PLAN



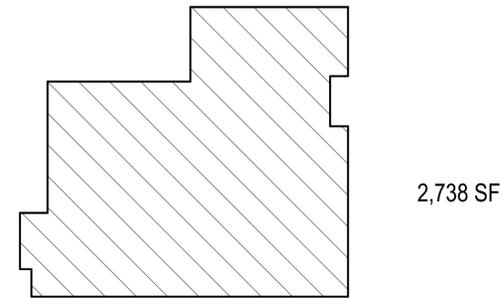
UNIT PLANS

1/16" = 1'-0"



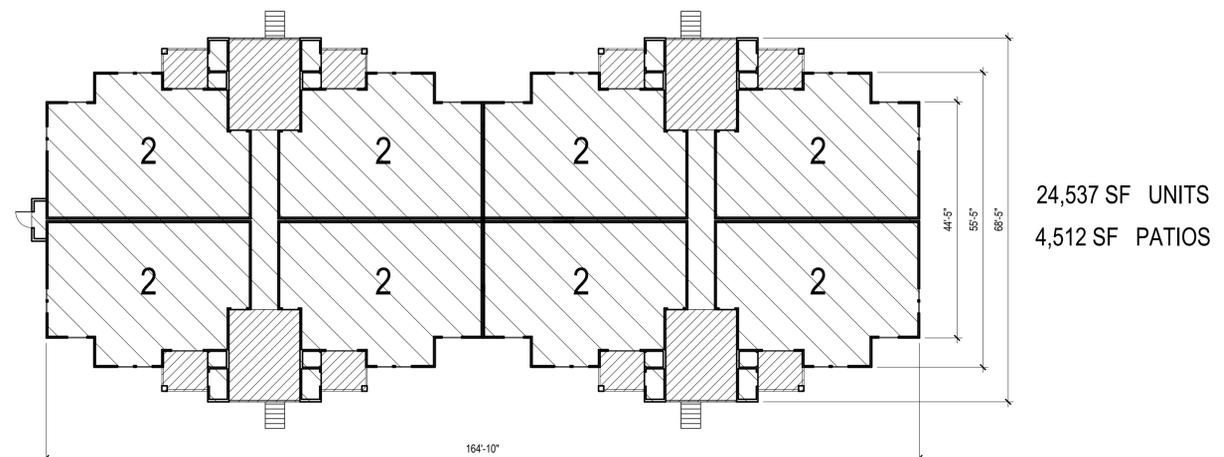
BUILDING A

1/16" = 1'-0"



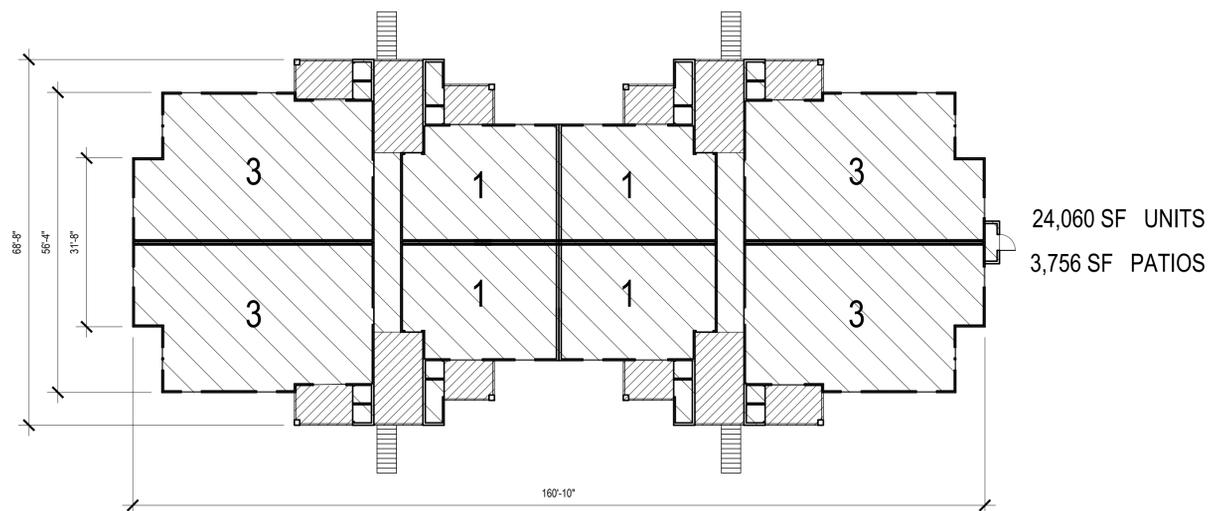
COMM. BUILDING

1/16" = 1'-0"



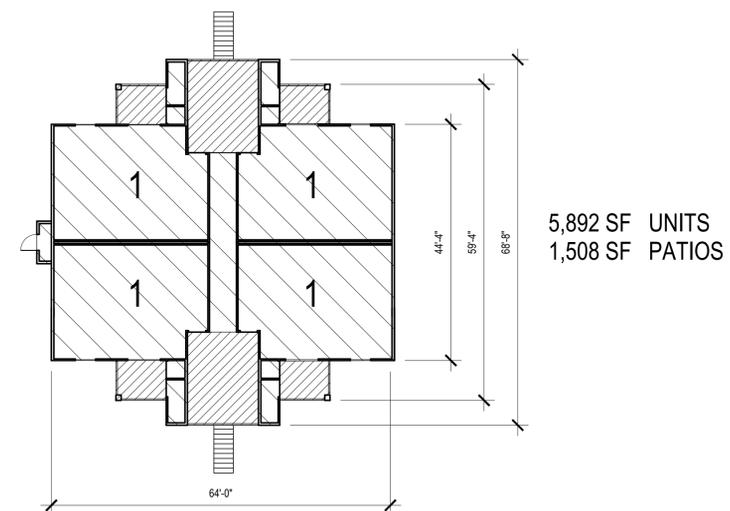
BUILDING B

1/16" = 1'-0"



BUILDING C

1/16" = 1'-0"



BUILDING C

1/16" = 1'-0"

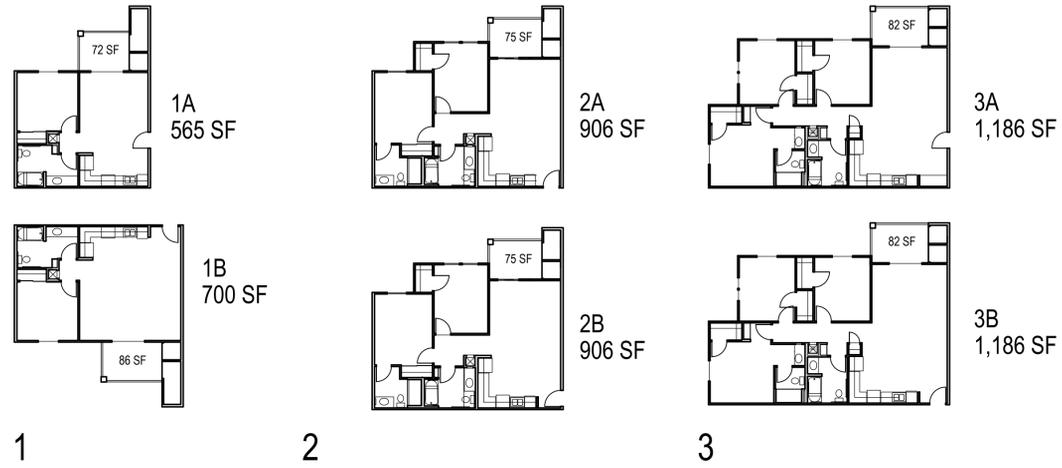
MANGINI PLACE AFFORDABLE
152 UNIT APARTMENT PROJECT
MANGINI PARKWAY
FOLSOM, CALIFORNIA

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graber-rasmussen.com

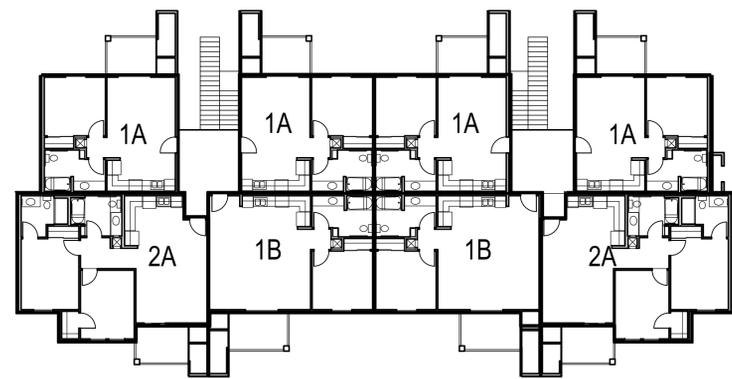
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A 2



UNIT PLANS

1/16" = 1'-0"

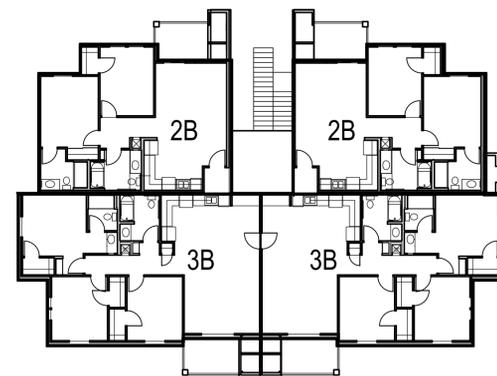


BUILDING A

3 STORY

1/16" = 1'-0"

16,374 SF UNITS

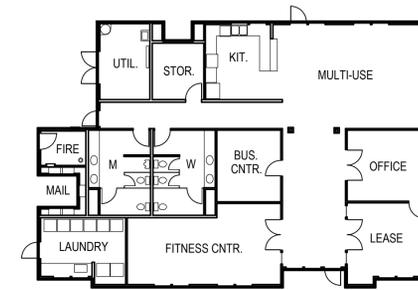


BUILDING C

2 STORY

1/16" = 1'-0"

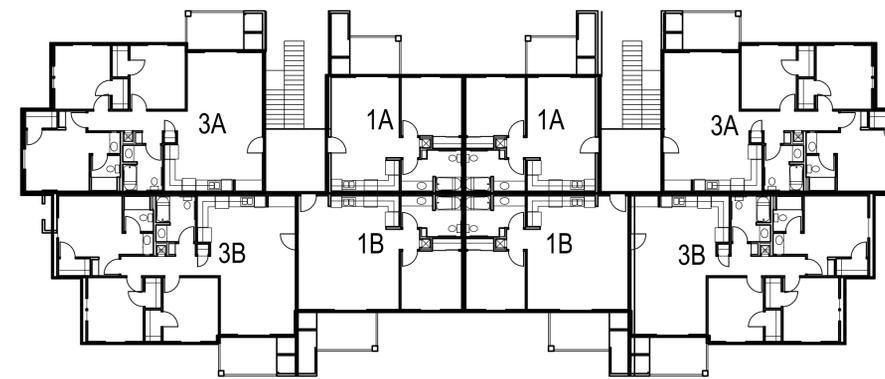
8,384 SF UNITS



COMM. BUILDING

1/16" = 1'-0"

3,310 SF



BUILDING B

3 STORY

1/16" = 1'-0"

21,804 SF UNITS

GRABER - RASMUSSEN
architects

1125 J Street
Sacramento, CA 95811
916.444.6922
graber-rasmussen.com

MANGINI PLACE AFFORDABLE
152 UNIT APARTMENT PROJECT
MANGINI PARKWAY
FOLSOM, CALIFORNIA

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REVISION

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DATE OF ISSUE

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A 2

BUILDING AND FLOOR PLANS



MANGINI PLACE AFFORDABLE
FOLSOM, CALIFORNIA

EXTERIOR COLOR SCHEDULE

KEY	SURFACE	COLORS
(A)	ROOF MATERIAL	DUKINS SHINGLES COLOR: SHOWN SHINGLE COLOR: BROWNWOOD
(B)	METAL GUTTER	SAGE GREEN LIGHT SW 2851
(C)	EAVE/BARGE BD	SAGE GREEN LIGHT SW 2851
(D)	WINDOW/DOOR TRIM	VIRTUAL TALPE SW 7039
(E)	SHINGLES	SAGE GREEN LIGHT SW 2851
(F)	WALL	ROYCROFT VELLUM SW 2833
(G)	WALL	DOWNING SAND SW 2822
(H)	WALL	ROCKWOOD DARK GREEN SW 2818
(J)	ENTRY DOORS	AURORA BROWN SW 2837
(K)	METAL RAILING	ANDIRON SW 6174

BUILDING A ELEVATIONS

1/8" = 1'-0"

MANGINI PLACE AFFORDABLE
152 UNIT APARTMENT PROJECT
MANGINI PARKWAY
FOLSOM, CALIFORNIA

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MANGINI PLACE AFFORDABLE FOLSOM, CALIFORNIA		
EXTERIOR COLOR SCHEDULE		
KEY	SURFACE	COLORS
(A)	ROOF MATERIAL	CERTAINTEED COMPOSITION SHINGLE COLOR: HEATHER BLEND
(B)	METAL GUTTER	SAGE GREEN LIGHT SW 2851
(C)	EAVE/BARGE BD	SAGE GREEN LIGHT SW 2851
(D)	WINDOW/DOOR TRIM	VIRTUAL TAUPE SW 1388
(E)	SHINGLES	SAGE GREEN LIGHT SW 2851
(F)	WALL	ROYCROFT VELLUM SW 2833
(G)	WALL	DOWNING SAND SW 2822
(H)	WALL	SAGE GREEN LIGHT SW 2851
(J)	ENTRY DOORS	AURORA BROWN SW 2837
(K)	METAL RAILING	ANDRON SW 6174
(L)	STONE VENEER	EL DORADO STONE PATTERN: FIELD/EDGE COLOR: ANDIENTE

BUILDING A ELEVATIONS

1/8" = 1'-0"

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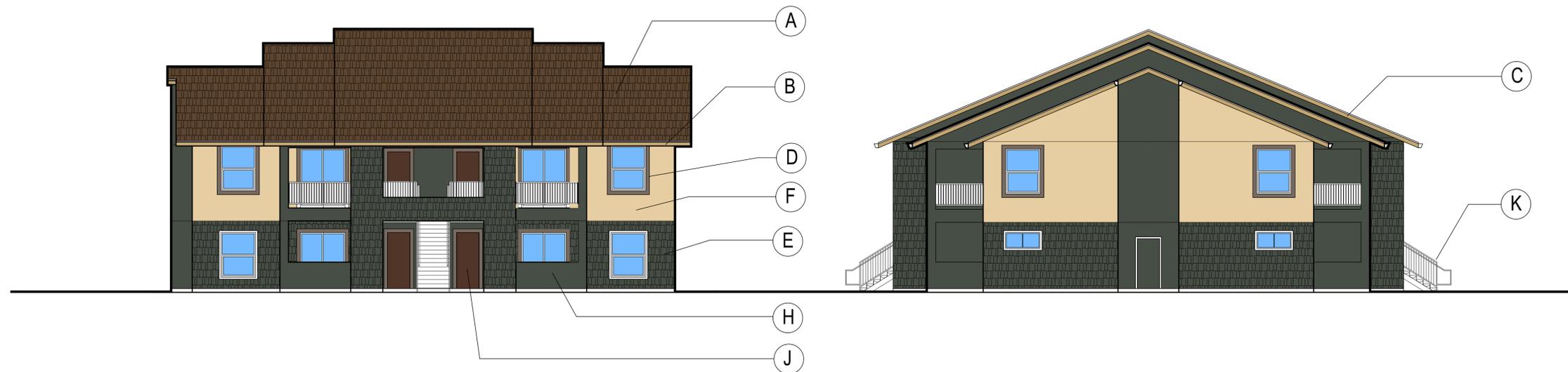
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BUILDING ELEVATIONS



MANGINI PLACE AFFORDABLE FOLSOM, CALIFORNIA		
EXTERIOR COLOR SCHEDULE		
KEY	SURFACE	COLORS
(A)	ROOF MATERIAL	OWENS CORNING COMPOSITION SHINGLE COLOR: BROWNWOOD
(B)	METAL GUTTER	BRIDSEYE MAPLE SW 2834
(C)	EAVE/BARGE BD	BRIDSEYE MAPLE SW 2834
(D)	WINDOW/DOOR TRIM	VIRTUAL TALPE SW 7039
(E)	SHINGLES	ROCKWOOD DARK GREEN SW 2816
(F)	WALL	ROYCROFT VELLUM SW 2833
(G)	WALL	DOWNING SAND SW 2822
(H)	WALL	ROCKWOOD DARK GREEN SW 2816
(J)	ENTRY DOORS	AURORA BROWN SW 2837
(K)	METAL RAILING	ANDIRON SW 6174

BUILDING C ELEVATIONS

1/8" = 1'-0"



BUILDING D ELEVATIONS

1/8" = 1'-0"

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EXTERIOR COLOR SCHEDULE		
KEY	SURFACE	COLORS
(A)	ROOF MATERIAL	CERTAINTEED COMPOSITION SHINGLE COLOR: HEATHER BLEND
(B)	METAL GUTTER	SAGE GREEN LIGHT SW 2821
(C)	EAVE/BARGE BD	SAGE GREEN LIGHT SW 2821
(D)	WINDOW/DOOR TRIM	VIRTUAL TALPE SW 7059
(E)	SHINGLES	SAGE GREEN LIGHT SW 2821
(F)	WALL	ROYCROFT VELLUM SW 2333
(G)	WALL	DOWNING SAND SW 2822
(H)	WALL	SAGE GREEN LIGHT SW 2821
(J)	ENTRY DOORS	AURORA BROWN SW 2837
(K)	METAL RAILING	ANDIRON SW 6174
(L)	STONE VENEER	EL DORADO STONE PATTERN: FIELEDGE COLOR: ANDANTE

BUILDING B ELEVATIONS

1/8" = 1'-0"

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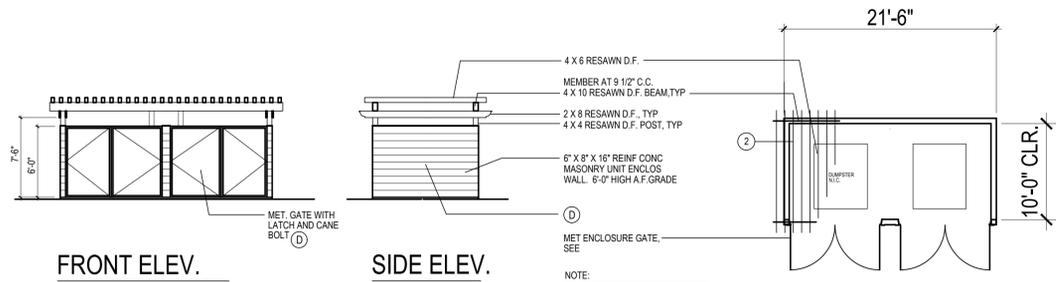
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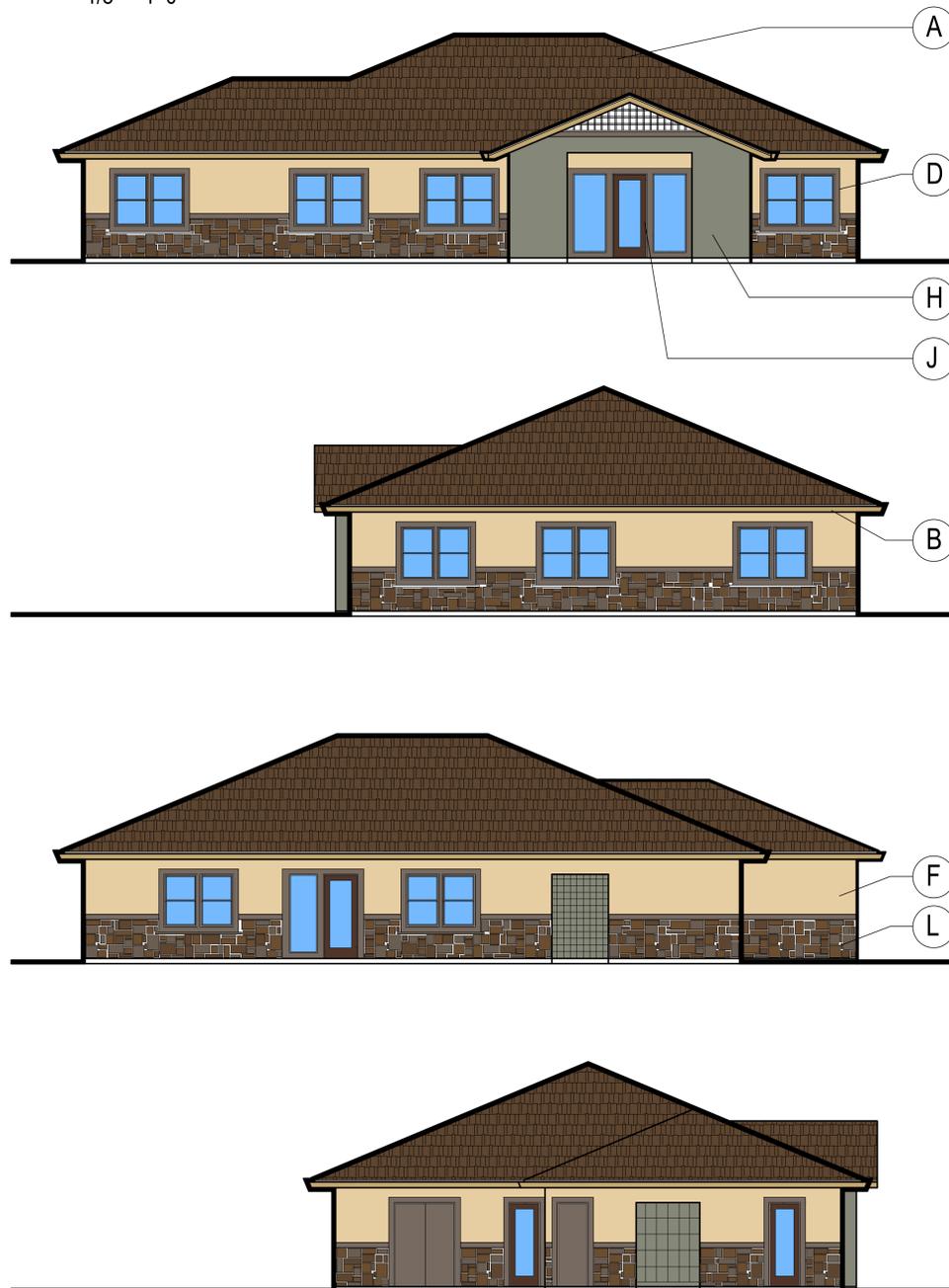
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ELEVATIONS



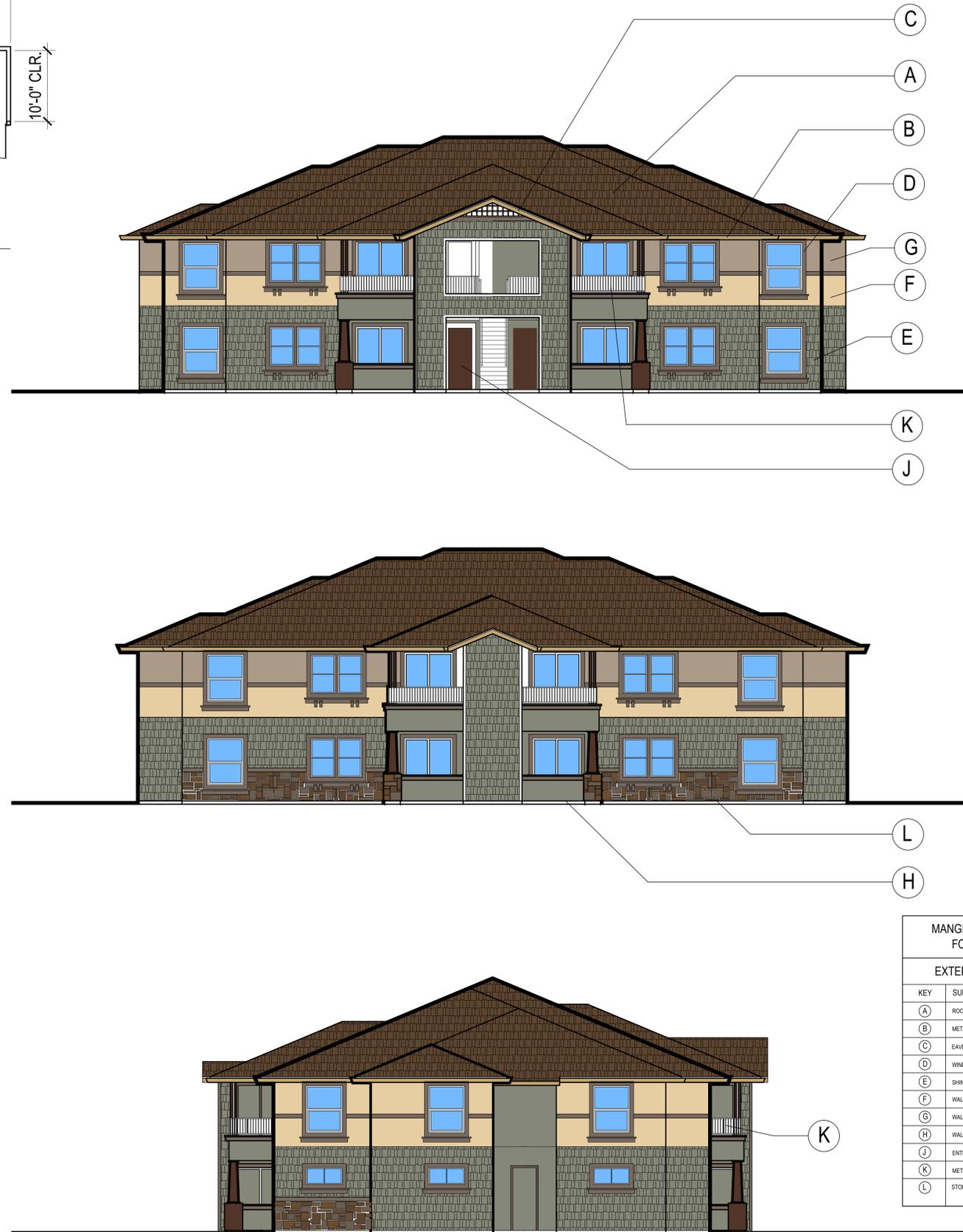
TRASH ENCLOSURE PLAN

1/8" = 1'-0"



COMMUNITY BUILDING ELEVATIONS

1/8" = 1'-0"



BUILDING C ELEVATIONS

1/8" = 1'-0"

MANGINI PLACE AFFORDABLE FOLSOM, CALIFORNIA		
EXTERIOR COLOR SCHEDULE		
KEY	SURFACE	COLORS
A	ROOF MATERIAL	CERTAINTEED COMPOSITION SHINGLE COLOR: GREATER BLEND
B	METAL GUTTER	SAGE GREEN LIGHT SW 2851
C	EAVE/BARGE BD	SAGE GREEN LIGHT SW 2851
D	WINDOW/DOOR TRIM	VIRTUAL TALPE SW 7039
E	SHINGLES	SAGE GREEN LIGHT SW 2851
F	WALL	ROYCROFT VELLUM SW 2833
G	WALL	DOWNING SAND SW 2922
H	WALL	SAGE GREEN LIGHT SW 2851
J	ENTRY DOORS	AURORA BROWN SW 2857
K	METAL RAILING	ANDRON SW 6174
L	STONE VENEER	EL DORADO STONE PATTERN: FIELDLEDGE COLOR: ANDENTE

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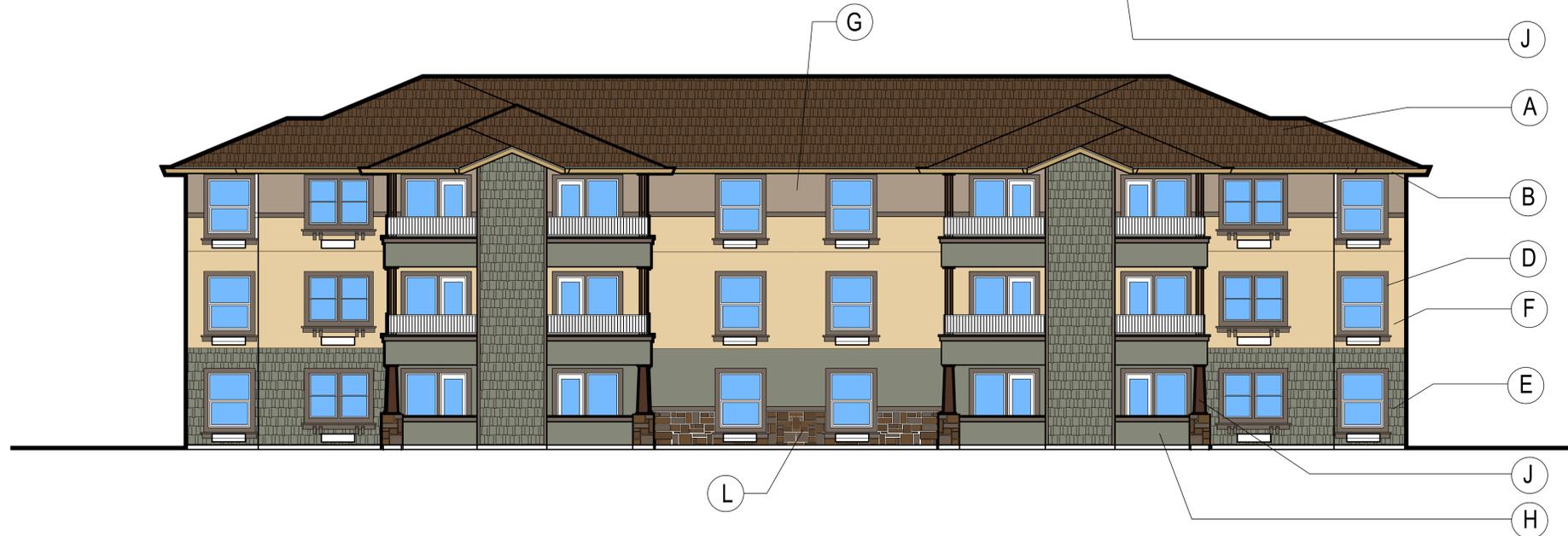
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A 5
BUILDING ELEVATIONS

MANGINI PLACE AFFORDABLE FOLSOM, CALIFORNIA

EXTERIOR COLOR SCHEDULE

KEY	SURFACE	COLORS
(A)	ROOF MATERIAL	OWENS CORNING COMPOSITION SHINGLE COLOR: BROWNWOOD
(B)	METAL GUTTER	SAGE GREEN LIGHT SW 2851
(C)	EAVE/BARGE BD	SAGE GREEN LIGHT SW 2851
(D)	WINDOW/DOOR TRIM	VIRTUAL TAUPE SW 7039
(E)	SHINGLES	SAGE GREEN LIGHT SW 2851
(F)	WALL	ROYCROFT VELLUM SW 2833
(G)	WALL	DOWNING SAND SW 2822
(H)	WALL	SAGE GREEN LIGHT SW 2851
(J)	ENTRY DOORS	AURORA BROWN SW 2837
(K)	METAL RAILING	ANDIRON SW 6174
(L)	STONE VENEER	EL DORADO STONE PATTERN: FIELDLEDGE COLOR: ANDENTE



MANGINI PLACE AFFORDABLE FOLSOM, CALIFORNIA		
EXTERIOR COLOR SCHEDULE		
KEY	SURFACE	COLORS
(A)	ROOF MATERIAL	CERTAINTEED COMPOSITION SHINGLE COLOR: HEATHER BLEND
(B)	METAL GUTTER	SAGE GREEN LIGHT SW 2851
(C)	EAVE/BARGE BD	SAGE GREEN LIGHT SW 2851
(D)	WINDOW/DOOR TRIM	VIRTUAL TAUPE SW 1388
(E)	SHINGLES	SAGE GREEN LIGHT SW 2851
(F)	WALL	ROYCROFT VELLUM SW 2833
(G)	WALL	DOWNING SAND SW 2822
(H)	WALL	SAGE GREEN LIGHT SW 2851
(J)	ENTRY DOORS	AURORA BROWN SW 2837
(K)	METAL RAILING	ANDRON SW 6174
(L)	STONE VENEER	EL DORADO STONE PATTERN: FIELD EDGE COLOR: ANDIENTE

BUILDING A ELEVATIONS

1/8" = 1'-0"

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BUILDING
ELEVATIONS



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EXTERIOR COLOR SCHEDULE		
KEY	SURFACE	COLORS
(A)	ROOF MATERIAL	CERTAINTEED COMPOSITION SHINGLE COLOR: HEATHER BLEND
(B)	METAL GUTTER	SAGE GREEN LIGHT SW 2821
(C)	EAVE/BARGE BD	SAGE GREEN LIGHT SW 2821
(D)	WINDOW/DOOR TRIM	VIRTUAL TALPE SW 7059
(E)	SHINGLES	SAGE GREEN LIGHT SW 2821
(F)	WALL	ROYCROFT VELLUM SW 2233
(G)	WALL	DOWNING SAND SW 2822
(H)	WALL	SAGE GREEN LIGHT SW 2821
(J)	ENTRY DOORS	AURORA BROWN SW 2837
(K)	METAL RAILING	ANDIRON SW 8214
(L)	STONE VENEER	EL DORADO STONE PATTERN: FIELDEdge COLOR: ANDANTE

BUILDING B ELEVATIONS

1/8" = 1'-0"

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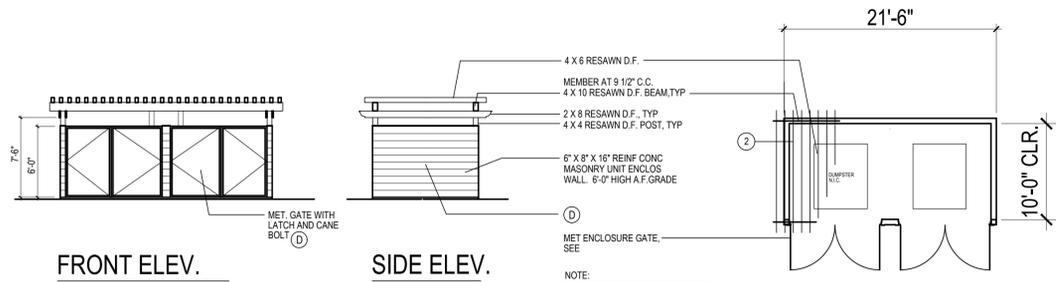
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ELEVATIONS



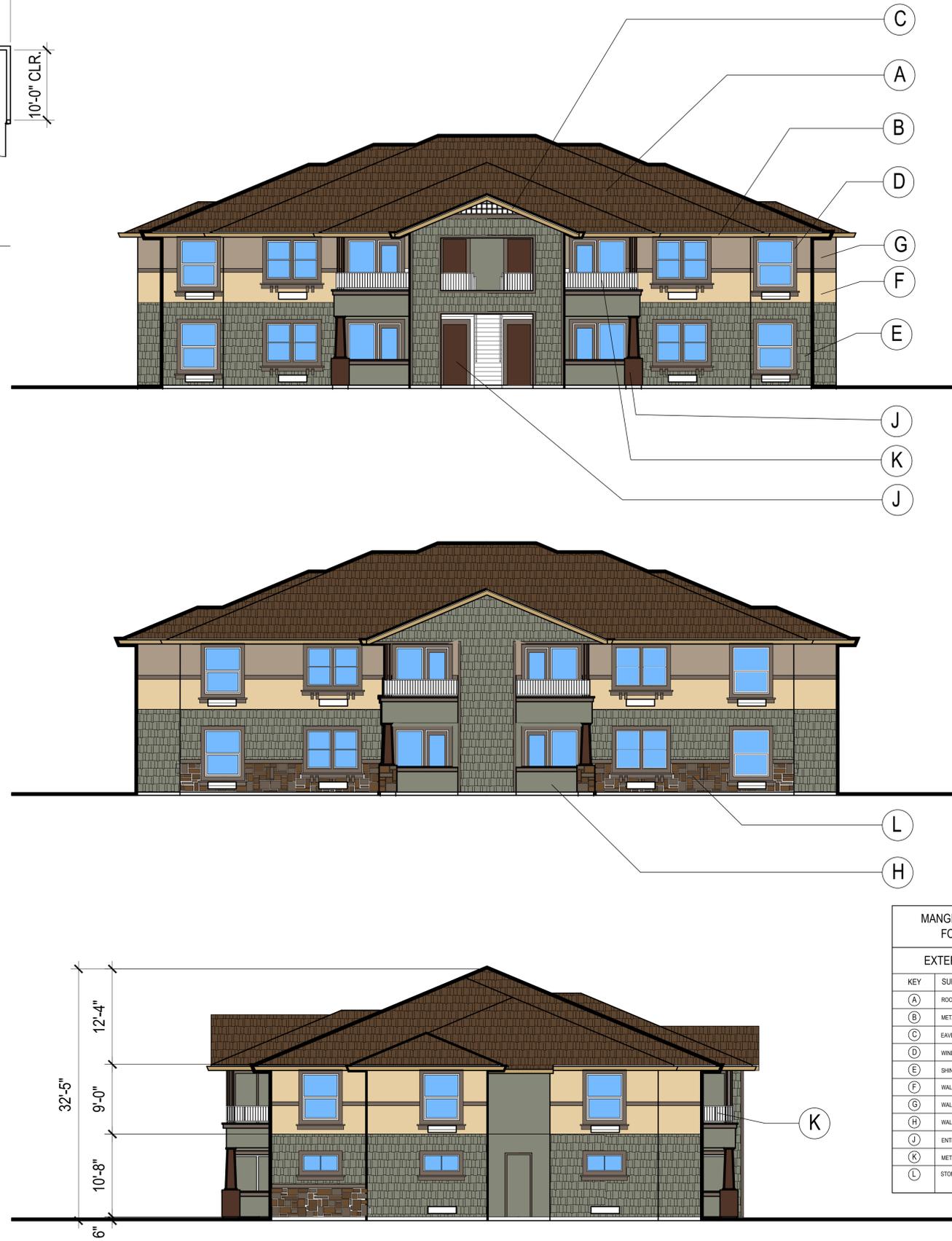
TRASH ENCLOSURE PLAN

1/8" = 1'-0"



COMMUNITY BUILDING ELEVATIONS

1/8" = 1'-0"



BUILDING C ELEVATIONS

1/8" = 1'-0"

MANGINI PLACE AFFORDABLE FOLSOM, CALIFORNIA		
EXTERIOR COLOR SCHEDULE		
KEY	SURFACE	COLORS
A	ROOF MATERIAL	CERTAINTEED COMPOSITION SHINGLE COLOR: GREATER BLEND
B	METAL GUTTER	SAGE GREEN LIGHT SW 2851
C	EAVE/BARGE BD	SAGE GREEN LIGHT SW 2851
D	WINDOW/DOOR TRIM	VIRTUAL TALPE SW 7039
E	SHINGLES	SAGE GREEN LIGHT SW 2851
F	WALL	ROYCROFT VELLUM SW 2833
G	WALL	DOWNING SAND SW 2922
H	WALL	SAGE GREEN LIGHT SW 2851
J	ENTRY DOORS	AURORA BROWN SW 2857
K	METAL RAILING	ANDRON SW 6174
L	STONE VENEER	EL DORADO STONE PATTERN: FIELDLEDGE COLOR: ANDENTE

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BUILDING ELEVATIONS

Attachment 13

CEQA Exemption and Streamlining Analysis for the Mangini Place Apartments Project

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis for Mangini Place
Apartments (Mangini Ranch Phase 1, Lot 17)**

1. Application No: PN 20-279
2. Project Title: Mangini Place Apartments (Mangini Ranch Phase 1, Lot 17)
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
5. Project Location:
5.0 acres located north of Mangini Parkway and west of Placerville Road.
FPASP Parcel No. 148 (5.35 acres, St. Anton Communities, LLC.)
6. Project Applicant's/Sponsor's Name and Address:

St. Anton Communities, LLC.
1801 I Street, Suite 200
Sacramento, CA 95811
7. General Plan Designation: MU
8. Zoning: SP-MU
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:

California Department of Fish and Wildlife (for Section 1602 agreement)
Capital Southeast Connector Joint Powers Authority
Central Valley Regional Water Quality Control Board
Folsom-Cordova Unified School District
Sacramento Metropolitan Air Quality Management District

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I. INTRODUCTION

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

As a project that is consistent with an existing Specific Plan, Mangini Place Apartments is eligible for the exemption from review under the California Environmental Quality Act¹ (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines² section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

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

II. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The Mangini Place Apartments project proposes development of 152 attached multi-family residential units on a 5.0-acre site identified as Mangini Ranch Phase 1 Large Lot 17 (FPASP Parcel 148) in the FPASP. Residential units will be arranged in seven apartment buildings. The Project will be an income-restricted luxury family rental community with one- to three-bedroom units ranging from 565 to 1,186 square feet. A 3,310 square foot community building, including a leasing office, fitness center, laundry facility, mail room, business center, multi-use space, and restrooms centrally located on the site. An outdoor pool, patio area, and children’s play area are planned adjacent to the community building.

The requested land use entitlements for the Mangini Place Apartments project include:

- (1) Design Review;
- (2) A Minor Administrative Amendment (MAM) to allow transfer of two dwelling units within the Folsom Plan Area Specific Plan;
- (3) Density Bonus and development Concessions/Incentives.

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

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

The Project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018). No deviations from the FPASP Appendix A: Development Standards are sought with this application. Infrastructure to serve the Project is proximate and available to the site.

B. PROJECT LOCATION

The Project site consists of a 5.0-acre portion of a parcel in the FPASP plan area that is within the approved Mangini Ranch Phase 1 development area, south of U.S. Highway 50 and west of Savannah Parkway. The project site is known as Mangini Ranch Phase 1, Large Lot 17.

Mangini Parkway provides access to the site. Public street access would be provided at the proposed driveway on the southern portion of the site that connects to Mangini Parkway. Adjacent to the project is the proposed Mangini Ranch Phase 1 C North project, and the Mangini Ranch Phase 1 subdivision at Folsom Ranch, which is under construction.

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

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

C. EXISTING SITE CONDITIONS

Currently, the 5.0-acre project site is undeveloped. There are no native trees located within the bounds of the project site, therefore no trees are proposed for removal with this application.

D. CONSISTENCY WITH THE FPASP

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

1. Land Use Designation and Unit Types

The application intends to develop the Mangini Place Apartments project as multi-family apartments on a Mixed-Use (SP-MU) site, consistent with the FPASP. Design review is sought with this application.

An open space drainage corridor is located to the north of the subject property; drainage runoff from the project site flows to Mangini Parkway and then to Hydromodification Basin 22 located westerly of the Project area, south of the elementary school (the school is currently under construction). Not a part of this application, however, future drainage runoff south of the drainage corridor flows to Hydromodification Basin 24 located immediately west of southern area of the Project.

The Mangini Place Apartments project proposes to create 152 multi-family apartment units. The FPASP describes the MU designation as “encompass[ing] the FPASP planning principles of compact growth, housing choices, mixed land uses and transportation choices.” (FPASP, p. 4-16.) “The intent of this land use is to encourage innovative design solutions that respond to fluctuating market conditions and evolving neighborhood demographics.” (FPASP, p. 4-16.) The FPASP goes on to state that “[t]he mixed-use designation allows multiple family dwellings including townhouses, condominiums, apartments, and live work studios.” (FPASP, pp. 4-16 to 4-17.) The FPASP does not include a residential density range for MU, but the Folsom General Plan MU designation includes a density range of 20 to 30 dwelling units per gross acre. (FPASP, p. 4-14.) The Project goes slightly above this threshold at 30.4 units per acre. The applicant will utilize the state density bonus law to achieve this density and request minor waiver/concessions for the applicable design standards. As discussed in the checklist below, the slight increase in density (0.4 units per acre) will not result in any new or additional environmental impacts.

The apartment units proposed by the project are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.) On February 23, 2021, the Folsom City Council adopted Resolution No. 10596, approving a General Plan Amendment, Specific Plan Amendment, and a Minor Administrative Amendment – Transfer of Development Rights for the Alder Creek Apartments project. Included in that approval was a transfer of 89 residential units to FPASP Parcel No. 148, which is the subject parcel, bringing the total number of residential units allocated to the parcel to 150. As noted above, the Project includes a total of 152 residential units, and includes a Minor Administrative Amendment – Transfer of Development Rights for the additional two units. Specifically, the Project proposed the transfer of two dwelling units from FPASP Parcel # 158 (currently allocated 74 dwelling units) to the Project site (FPASP Parcel # 148) to allow 152 residential units without exceeding the total number of residential units allowed in the Plan Area.

In summary, the proposed land use and the density of residential use proposed for the Mangini Place Apartments project are consistent with the FPASP.

2. Circulation

The Mangini Place Apartments project includes vehicular access to the Project via Mangini Parkway, which runs south of the project site. Improvements to Mangini Parkway and Savannah Parkway have been/are being constructed by other FPASP approved projects; additional improvements are planned to Savannah Parkway along the property frontage. Class II bike lanes are provided on Savannah Parkway and Mangini Parkway (as required in the FPASP). On-site sidewalks provide pedestrian

connectivity to all the apartment buildings, leasing office, clubhouse area, trash enclosures, and outdoor amenities including the pool. Pedestrian access and circulation are accommodated through the provision of attached and detached sidewalks on all streets, and off-street Class I trails in open space. The nearest access points to the Class I trail system are provided at Mangini Parkway, Street H, and Savannah Parkway.

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

3. Water, Sewer, and Storm Drainage Infrastructure

Water infrastructure

The Mangini Place Apartments project is being served by Zone 3 water from the north via Mangini Parkway and Savannah Parkway. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including Mangini Parkway and Savannah Parkway.

Sewer infrastructure

The Mangini Place Apartments project will be served by the sewer infrastructure within Mangini Parkway and Savannah Parkway.

Storm drainage infrastructure

The Mangini Place Apartments project site stormwater system will connect to existing HMB#22.

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

III. EXEMPTION AND STREAMLINING ANALYSIS

A. Folsom Plan Area Specific Plan

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

The City of Folsom and the U.S. Army Corps of Engineers prepared a joint environmental impact report/environmental impact statement (“EIR/EIS” or “EIR”) for the Folsom South of U.S. Highway 50 Specific Plan Project (“FPASP”). (See FPASP EIR/EIS, SCH #2008092051). The Draft EIR/EIS (DEIR) was released on June 28, 2010. The City certified the Final EIR/EIS (FEIR) on June 14, 2011 (Resolution No. 8860). For each impact category requiring environmental analysis, the EIR provided two separate analyses: one for the “Land” component of the FPASP project, and a second for the “Water” component. (FPASP DEIR, p. 1-1 to 1-2.) The analysis in this document is largely focused on and cites to the “Land” sections of the FPASP EIR.

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

B. Documents Incorporated by Reference

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

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

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

approval for the proposed project, to comply with each of those mitigation measures.

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

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

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

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

C. Introduction to CEQA Exemption and Streamlining Provisions

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

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

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

The City has prepared site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Access Evaluation Memo].) These studies support the conclusion that the Mangini Place Apartments

development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

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

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

Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a).)

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

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

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

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

D. Environmental Checklist Review

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

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

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

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

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

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

1. Where Impact Was Analyzed

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

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

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

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

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

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

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

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

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously

disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

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

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

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

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

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

section 15183 provides as follows:

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

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

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

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”:

- (1) parking ordinances;
- (2) public access requirements;
- (3) grading ordinances;
- (4) hillside development ordinances;
- (5) flood plain ordinances;
- (6) habitat protection or conservation ordinances;
- (7) view protection ordinances.

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan and that cannot be mitigated through application of uniformly applied development policies or standards that have been previously adopted by the agency. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?

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

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

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

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

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

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

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

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

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

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

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

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

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

10. Mitigation Measures Addressing Impacts.

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

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

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

(Pub. Resources Code, § 21083.3, subd. (c).) Accordingly, to avoid having to address a previously identified significant effect in a site-specific CEQA document, a lead agency must “undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment.” (Pub. Resources Code, § 21083.3, subd. (c).) Thus, the mere fact that a prior EIR has analyzed certain significant cumulative or off-site effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist.

Rather, to take advantage of the streamlining provisions of section 21083.3, a lead agency must commit itself to carry out all relevant feasible mitigation measures adopted in connection with the general plan, community plan, or zoning action for which the prior EIR was prepared. This commitment must be expressed as a finding adopted at a public hearing. (See *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1408 [court rejected respondent city's argument that it had complied with this requirement because it made a finding at the time of project approval "that the Project complied with all 'applicable' laws"; such a finding "was not the equivalent of a finding that the mitigation measures in the [pertinent] Plan EIR were actually being undertaken".].)

E. Checklist and Discussion

1. AESTHETICS

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project:	FPASP Draft EIR pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	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?	pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	MM 3A.1-1 3A.7-4 3A.1-4
d. Create a new source of substantial light or glare which would	pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	MM 3A.1-5

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project:	FPASP Draft EIR pp. 3A.1-1 to -34									
adversely affect day or nighttime views in the area?										

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following aesthetic and visual 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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 aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b. (Water Addendum, p. 3-5.)

See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project. (Exh. 1, pp. 15-94.) See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 31.)

Mitigation Measures:

- MM 3A.1-1
- MM 3A.1-4
- MM 3A.1-5
- MM 3A.7-4
- MM 3B.1-2a
- MM 3B.1-2b
- MM 3B.1-3a
- MM 3B.1-3b

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

2. AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project:	FPASP Draft EIR 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	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
c. Involve other changes in the existing environment which, due to their location or nature,	p. 3A.10-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
could result in conversion of Farmland, to non-agricultural use?										
<p>Discussion:</p> <p>The FPASP EIR concluded that there were no feasible mitigation measures 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.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum 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 mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 4-5, 14-16.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3B.10-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments would not have any new significant or substantially more severe agriculture and forest resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

3. AIR QUALITY

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
a. Conflict with or obstruct implementation of the applicable air quality plan?	pp. 3A.2-23 to -59	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.2-1c 3A.2-1d 3A.2-1e 3A.2-1f 3A.2-1g 3A.2-1h 3A.2-2 3A.2-4a 3A.2-4b 3A.2-5
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?										
d. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
e. Create objectionable odors affecting a substantial number of people?	pp. 3A.2-59 to -63	No	No	No	No	No	No	No	No	MM 3A.2-6

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures 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 PM₁₀ 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 of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum 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 mitigation measures: 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.)</p> <p>See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts. (Exh. 3, pp. 27-28.)</p> <p>As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimums increase in the intensity of use, and the Project would not have any new significant or substantially more severe air quality impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. Thus, the land use mix in the Mangini Place Apartments project is consistent with the FPASP, and the mitigation measures in the MMRP for the FPASP EIR are applicable to and will be implemented for the Mangini Place Apartments development.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.2-1c • MM 3A.2-1d • MM 3A.2-1e • MM 3A.2-1f • MM 3A.2-1g • MM 3A.2-1h • MM 3A.2-2 • MM 3A.2-4a • MM 3A.2-4b • MM 3A.2-5 • MM 3A.2-6 										

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
<ul style="list-style-type: none"> • MM 3B.2-1b • MM 3B.2-1c • MM 3B.2-3a • MM 3B.2-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe air quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

4. BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR 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?	pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	MM 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,	pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-4a 3A.3-4b

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?										
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	pp. 3A.3-28 to -50	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife	pp. 3A.3-88 to -93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?										
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	No	No	No	No	No	MM 3A.3-5
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures 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.)</p> <p>The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum 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 mitigation measures: 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.)</p> <p>See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 20-23.)</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted. But the South Sacramento HCP is not relevant to the Mangini Place Apartments Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at https://www.southsachcp.com/sshcp-chapters---final.html (last visited April 15, 2021).)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.3-1a • MM 3A.3-1b • MM 3A.3-2a • MM 3A.3-2b • MM 3A.3-2c • MM 3A.3-2d • MM 3A.3-2e • MM 3A.3-2f • MM 3A.3-2g 										

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<ul style="list-style-type: none"> • MM 3A.3-2h • MM 3A.3-3 • MM 3A.3-4a • MM 3A.3-4b • MM 3A.3-5 • MM 3B.3-1a • MM 3B.3-1b • MM 3B.3-1c • MM 3A.3-1a • MM 3B.3-2 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe biological resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

5. CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	MM 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	No	No	No	No	No	Same as (a) above
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
d. Disturb any human remains, including those interred outside the formal cemeteries?	pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	MM 3A.5-3

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures 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, p. 3A.5-25.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum 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 mitigation measures: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Water Addendum, pp. 3-8 to 3-9.)</p> <p>See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 24.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.5-1a • MM 3A.5-1b • MM 3A.5-2 • MM 3A.5-3 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe cultural resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

6. GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1. 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. 2. Strong seismic ground shaking?	pp. 3A.7-24 to -28	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
3. Seismic-related ground failure, including liquefaction? 4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	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?	pp. 3A.7-31 to -34	No	No	No	No	No	No	No	No	MM 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),	pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
creating substantial risks to life or property?										
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	pp. 3A.7-35 to -36	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following geology 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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 geology and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5. (Water Addendum, p. 3-10.)

See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 25-27.)

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe geology and soils impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

7. GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project:	FPASP Draft EIR pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??	pp. 3A.4-13 to -30	No	No	No	No	No	No	No	No	MM 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?	pp. 3A.4-10 to -13	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project:	FPASP Draft EIR pp. 3A.4-1 to -49									

Discussion:

The FPASP 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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 mitigation measures: MM 3B.4-1a, MM 3B.4-1b. (Water Addendum, p. 3-8.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimus increase in the intensity of use, and the Project would not have any new significant or substantially more severe greenhouse gas emissions impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with air quality, low impact development, environmental quality, and energy efficiency policies in the FPASP that may be relevant to GHG emissions and climate change impacts. (Exh. 3, pp. 27-28, 31-37.)

Mitigation Measures:

- MM 3A.2-1a
- MM 3A.2-1b
- MM 3A.4-1
- MM 3A.2-2
- MM 3A.4-2a
- MM 3A.4-2b
- MM 3B.4-1a
- MM 3B.4-1b

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe GHG emissions and climate change impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR 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?	pp. 3A.8-19 to -20	No	No	No	No	No	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?	pp. 3A.8-20 to -22	No	No	No	No	No	No	No	No	MM 3A.8-2 3A.9-1

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	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?	pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	MM 3A.8-3a 3A.8-3b 3A.8-3c
e. For a project located within an airport land use plan or, where	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
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?										
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?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 3A.8-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 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 mitigation measures: 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.)

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe hazards and hazardous materials impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

9. HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have	pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
been granted?										
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	MM 3A.9-2

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	pp. 3A.9-28-42 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	MM 3A.9-1 MM 3A.9-2
f. Otherwise substantially degrade water quality?	See generally pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	p. 3A.9-45	No	No	No	No	No	No	No	No	None required
h. Place within a 100-year flood hazard area structures which	p. 3A.9-45	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
would impede or redirect flood flows?										
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4
j. Inundation by seiche, tsunami, or mudflow?	Not relevant	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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 mitigation measures: 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.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimus increase in the intensity of use, and the Project would not have any new significant or substantially more severe hydrology and water quality impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with water efficiency and low impact development policies in the FPASP that may be relevant to hydrology and water quality impacts. (Exh. 3, pp. 30-31, 35.)

Mitigation Measures:

- MM 3A.9-1
- MM 3A.9-2
- MM 3A.9-4
- MM 3B.9-1a
- MM 3B.9-1b
- MM 3A.3-1a
- MM 3A.3-1b
- MM 3B.9-3a
- MM 3B.9-3b

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe hydrology and water quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

10. LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Physically divide an established community?	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
d. Contribute to the decay of an existing urban center?	Not relevant; also see Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 361-363	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									

Discussion:

The FPASP EIR concluded that the following land use 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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 mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimus increase in the intensity of use, and the Project would not have any new significant or substantially more severe land use impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-6.) The Folsom Ranch Central District Design Guidelines (Exhibit 1) is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted, but the South Sacramento HCP is not relevant to the Mangini Place Apartments Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at <https://www.southsachcp.com/sshcp-chapters---final.html> (last visited April 15, 2021).) In any event, the Mangini Place Apartments project would not impede the implementation of the South Sacramento HCP.

Mitigation Measures:

- MM 3B.10-5

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe land use impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

11. MINERAL RESOURCES

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
11. Mineral Resources. Would the Project:	FPASP Draft EIR 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?	pp. 3A.7-36 to -38	No	No	No	No	No	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	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
11. Mineral Resources. Would the Project:	FPASP Draft EIR pp. 3A.7-1 to -40									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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 mitigation measures were necessary to address the water supply and water facilities aspect of the FPASP project. (Water Addendum, p. 3-13.)

Mitigation Measures:

- None required

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe mineral resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

12. NOISE

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pp. 3A.11-50 to -51	No	No	No	No	No	No	No	No	MM 3A.11-4
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	MM 3A.11-3
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-36 to -48	No	No	No	No	No	No	No	No	MM 3A.11-4 3A.11-5

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-27 to -35	No	No	No	No	No	No	No	No	MM 3A.11-1 3A.11-3
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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 mitigation measures: 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.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimums increase in the intensity of use, and the Project would not have any new significant or substantially more severe noise impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with noise policies in the FPASP that may be relevant to noise impacts. (Exh. 3, p. 29.)

Mitigation Measures:

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

The July 8, 2021, Noise Study completed by Bollard Acoustical Consultants (attached as Exhibit 4) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Mangini Place Apartments Residential Development project site will be exposed to future traffic noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard. The impacts analyzed in the Noise Study are of the same type, scope, and scale as those impacts addressed in the FPASP EIR. In other words, the Noise Study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the FPASP EIR. The Noise Study provides recommendations to implement the FPASP EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards. These recommendations, which are listed below, are consistent with the mitigation measures in the FPASP EIR and simply add new details about noise barriers (e.g., required height and materials) and building materials required in the previously adopted mitigation measures.

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

The following Noise Study recommendations implement the FPASP EIR's mitigation measures will be required as conditions of approval:

- All upper-floor windows of residences constructed adjacent to Mangini Parkway from which the roadway would be visible (i.e., west, south, and east-facing windows) should be upgraded to a minimum STC rating of 32. Figure 2 of Exhibit 4 shows the facades where this recommendation would apply.
- Mechanical ventilation (air conditioning) should be provided for all apartments within this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. (Exh. 4, p. 8.)

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe noise impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

13. POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing. Would the Project:	FPASP Draft EIR 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)?	pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing. Would the Project:	FPASP Draft EIR pp. 3A.13-1 to -16									
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Discussion:

The FPASP EIR concluded that all population, employment 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimis increase in the intensity of use, and the Project would not have any new significant or substantially more severe population, employment and housing impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 7-10.)

Mitigation Measures:

- None required

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe population and housing impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

14. PUBLIC SERVICES

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
a. 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:	pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	MM 3A.14-1
Fire protection?	pp. 3A.14-13 to -20	No	No	No	No	No	No	No	No	MM 3A.14-2 3A.14-3

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
Police protection?	pp. 3A.14-20 to -23	No	No	No	No	No	No	No	No	None required
Schools?	pp. 3A.14-24 to -30	No	No	No	No	No	No	No	No	None required
Parks?	pp. 3A.12-14 to -17 (in Parks and Recreation chapter, not the Public Services chapter)	No	No	No	No	No	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimus increase in the intensity of use, and the Project would not have any new significant or substantially more severe public services impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with public services and utilities policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 37-39.)

Mitigation Measures:

- MM 3A.14-1
- MM 3A.14-2
- MM 3A.14-3

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe public services impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

15. RECREATION

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR 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?	pp. 3A.12-12 to -17	No	No	No	No	No	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	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									

Discussion:

The FPASP EIR concluded that all parks and 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 of the potential impacts.

Additionally, the 2012 Water Addendum 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.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimis increase in the intensity of use, and the Project would not have any new significant or substantially more severe recreation impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with parks policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 16-17.)

Mitigation Measures:

- MM 3B.12-1

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe recreation impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

16. TRANSPORTATION/ TRAFFIC

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	pp. 3A.15-25 to -157	No	No	No	No	No	No	No	No	MM 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.15-1q 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

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
										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
b. Exceed, either individually or cumulatively, a level of service standard established by the	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
county congestion management agency for designated roads or highways?										
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not relevant; no changes to air traffic would result from the Project	No	No	No	No	No	No	No	No	
d. Substantially increase hazards due to a 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	No	No	No	No	No	
e. Result in inadequate emergency access?	3A.14-12 to -13 (in Public Services chapter, not Transportation chapter)	No	No	No	No	No	No	No	No	MM 3A.14-1

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
f. Result in inadequate parking capacity?	Development will be required to follow City parking standards	No	No	No	No	No	No	No	No	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	3A.15-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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.15-1aa, 3A.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 of the potential impacts.

Additionally, the 2012 Water Addendum 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 mitigation measures: MM 3B.15-1a, MM 3B.15-1b. (Water Addendum, p. 3-16.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimis increase in the intensity of use, and the Project would not have any new significant or substantially more severe traffic and transportation impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 3-4.)

The July 16, 2021, Access Evaluation Memo by Kimley-Horn (attached as Exhibit 5), which incorporates the transportation and traffic analysis in the FPASP EIR/EIS, updates the intersection and roadway segment analysis performed for the Mangini Phase 1 project, approved in 2015, analyzes the ingress and egress needs of the Mangini Place Apartments project, the separately proposed Mangini Ranch Phase 1C North and Mangini Ranch Phase 1C 4-Pack projects, and determined that the addition of the Mangini Place Apartments project would not result in any additional significant impacts. (Exh. 5, pp. 3-4.) The Kimley-Horn Memo reached this conclusion, in part, based on improvements being constructed by other Projects including the City's approval of the construction of Mangini Parkway through the Project site, including the intersection of Mangini Parkway and Savannah Parkway, as well as improvements that the 1C North, 4-Pack, and Apartments projects should be conditioned upon. (Exh. 5, p. 2-4.) These are not new significant impacts, however, because these improvements were already analyzed and found necessary. (Exh. 5, pp. 2-3, 4.) Thus, the Mangini Ranch Place Apartments would not result in any new or substantially more severe significant transportation and traffic impacts. (See Exh. 5, pp. 3-4.)

Mitigation Measures:

- MM 3A.14-1
- MM 3A.15-1a through MM 3A.15-1c
- MM 3A.15-1f
- MM 3A.15-1i through MM 3A.15-1j
- MM 3A.15-1l
- MM 3A.15-1o through MM 3A.15-1s
- MM 3A.15-1u through MM 3A.15-1z
- MM 3A.15-1aa

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
<ul style="list-style-type: none"> • MM 3A.15-1dd through MM 3A.15-1ii • MM 3A.15-2a through MM 3A.15-2b • MM 3A.15-3 • MM 3A.15-4a through MM 3A.15-4d • MM 3A.15-4f through MM 3A.15-4g • MM 3A.15-4i through MM 3A.15-4y • MM 3B.15-1a • MM 3B.15-1b <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe transportation/traffic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

17. UTILITIES

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	MM 3A.16-1 3A.16-3 3A.16-4 3A.16-5
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities,	pp. 3A.9-28 to -43 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
the construction of which could cause significant environmental effects?										
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Water Addendum, pp. 2-1 to 4-1. See generally DEIR, pp. 3A.18-7 to -53	No	No	No	No	No	No	No	No	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
g. Comply with federal, state, and local statutes and regulations related to solid waste?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following utilities 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 of the potential impacts.

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 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 mitigation measures: MM 3B.16-3a, MM 3B.16-3b. (Water Addendum, p. 3-17.)

As discussed above, the Project is 100 percent affordable and includes a density bonus to allow for 0.4 units per acre increase over the density allowed in the Folsom General Plan (20-30 units per acre). However, the slight increase in density represents a de minimis increase in the intensity of use, and the Project would not have any new significant or substantially more severe utilities impacts, or any new significant impacts that are peculiar to the project or site as a result of the slight increase in density. See Exhibit 3 for discussion of the Mangini Place Apartments project's consistency with utilities, water efficiency, and energy efficiency policies in the FPASP that may be relevant to utilities and service systems impacts. (Exh. 3, pp. 31-35, 38-39.) All the permanent, offsite water and storm drainage infrastructure elements are consistent with and were included in pre-existing City plans – such as the Backbone Infrastructure Project – that have been considered in the FPASP EIR and Water Addendum.

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Place Apartments project would not have any new significant or substantially more severe utilities and service systems impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

18. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. 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	See Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45-316	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
major periods of California history or prehistory?										
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316-345	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was 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?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp.	No	No	No	No	No	No	No	No	n/a
<p>Discussion:</p> <p>The City finds that:</p> <p>(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;</p> <p>(b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and</p> <p>(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.).</p> <p>Mitigation Measures:</p> <p>See those listed in sections E.1 (Aesthetics) to E.17 (Utilities) above.</p>										

F. Conclusion

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

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

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

IV. REFERENCES

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

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

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

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

Exhibit 4: Noise Assessment by Bollard Acoustical Consultants (July 8, 2021)

Exhibit 5: Mangini Ranch - Mangini Place Apartments Access Evaluation Memo by Kimley-Horn (July 16, 2021)

Attachment 14

Folsom Plan Area Specific Plan Consistency Analysis for the Mangini Place Apartments Project

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.6	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The project proposes two more residential units than the FPASP allocates to this parcel. However, the project includes a Minor Administrative Amendment (MAM) for a transfer of two dwelling units so that the project does not exceed the total number of dwelling units for the Plan Area and does not include commercial uses.
4.6A	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	n/a	The Project proposes a transfer of two dwelling units for a total of 152 units. The proposed transfer would cause the density to exceed the maximum density by 0.4 units per acre, but it would not cause the total number of Plan Area dwelling units to exceed 11,461. Additionally, the Project is 100 percent affordable and will use the State Density Bonus Law so that a General Plan Amendment is not needed to allow the additional density. (Gov. Code, § 65915 (f)(5).)
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The project is part of a residential neighborhood with a heircharial street layout to provide an efficient circulation system consistent with the Specific Plan.
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s plan areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner’s association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	n/a	The project includes 152 residential units, and thus, this policy is not applicable to the Project. Additionally, the Project is part of a residential neighborhood that does provide two points of access to the public trail system on adjacent open space, which connects to nearby parks.
<i>Commercial Policies</i>			

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project is not located in the mixed-use town center. Therefore the policy does not apply to the project.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	Yes	The Project is located in the mixed-use neighborhood center and proposes only multi-family residential uses. However, the project is 100 percent affordable. While commercial is encouraged in mixed use, it is not required and that high density residential is also a main component of the allowed use and the project will help meet the City's affordable RHNA goals.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.14	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
<i>Open Space Policies</i>			
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The project will not reduce the amount of preserved natural open space.

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	n/a	The project does not include open space land uses. Therefore the policy does not apply to the project.

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 5 - Housing Strategies			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.3	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density of 30.2 units per acre, which is slightly above the range of 20-30 units per acre, but permissible through the State Density Bonus Law.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned MU. The policy is not applicable to the Project.

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The project will comply with all mitigation measures in the FPASP EIR and Addendums. See MMRP.
H-1.8	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.1	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes income-restricted apartments, consistent with this policy.
H-3.2	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project is a 100-percent affordable residential development consistent with this policy and will meet the needs of lower-income residents.
H-3.3	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does seek a density bonus and meets the requirements of the law.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-3.5	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is requesting development incentives consistent with this policy. The Project is subject to the Amended and Restated Development Agreement.
H-5.2	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	Yes	This policy directs the City in its decision-making and planning processes. The Project is consistent with this policy. Seniors and those with disabilities may be residents of the Project consistent with this policy.
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	Yes	The Project is a 100 percent affordable project consistent with this policy.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes. The Project will participate in the Sacramento Municipal Utility District's (SMUD) SolarShare program.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes.
Section 7 - Circulation			
<i>Circulation Policies</i>			

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	The Project is an apartment complex that connects to existing roadways, or roadways to be constructed by other projects. The roadways connect future residents of the project to adjacent school, park, open space, and commercial uses.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Roadway Classification Policies</i>			
7.5	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	The street layout connecting to the Project is consistent with the Specific Plan.
7.6	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	Mangini Parkway and Savannah Parkway have separated sidewalks from the street to enhance pedestrian design.

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.7	Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	n/a	The Project includes one driveway connecting to Mangini Parkway. No through traffic will access the project. Moreover, the adjacent street system has been designed to discourage traffic through the neighborhood.
7.8	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	Adjacent streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Public Transit Policies</i>			
7.8A	<p>Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:</p> <ul style="list-style-type: none"> • Alder Creek Parkway from Prairie City Road to East Bidwell Street. • East Bidwell Street from White Rock Road to U.S. Highway 50. • Rowberry Road (including the over-crossing of U.S. Highway 50). <p>The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels</p>	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.
7.9	Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks																								
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <p>a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots.</p> <p>b) Require mass grading that eliminates level pads or requires specialized foundations.</p> <p>c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall.</p> <p>d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public.</p> <p>e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.</p>	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="359 1024 1264 1351"> <thead> <tr> <th colspan="3" data-bbox="359 1024 1264 1105">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th data-bbox="359 1105 709 1143">RATING</th> <th data-bbox="709 1105 932 1143">RATING NO.</th> <th data-bbox="932 1105 1264 1143">RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td data-bbox="359 1143 709 1180">Excellent</td> <td data-bbox="709 1143 932 1180">5</td> <td data-bbox="932 1143 1264 1180">No problem(s)</td> </tr> <tr> <td data-bbox="359 1180 709 1218">Good</td> <td data-bbox="709 1180 932 1218">4</td> <td data-bbox="932 1180 1264 1218">No apparent problem(s)</td> </tr> <tr> <td data-bbox="359 1218 709 1255">Fair</td> <td data-bbox="709 1218 932 1255">3</td> <td data-bbox="932 1218 1264 1255">Minor problem(s)</td> </tr> <tr> <td data-bbox="359 1255 709 1292">Poor</td> <td data-bbox="709 1255 932 1292">2</td> <td data-bbox="932 1255 1264 1292">Major problem(s)</td> </tr> <tr> <td data-bbox="359 1292 709 1330">Hazardous or non-correctable</td> <td data-bbox="709 1292 932 1330">1</td> <td data-bbox="932 1292 1264 1330">Extreme problem(s)</td> </tr> <tr> <td data-bbox="359 1330 709 1351">Dead</td> <td data-bbox="709 1330 932 1351">0</td> <td data-bbox="932 1330 1264 1351">Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
Excellent	5	No problem(s)																									
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Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<i>Air Quality Policies</i>			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.45	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.46	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the project.
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	n/a	The Project Site is zoned MU and will comply with all applicable air quality mitigation measures.

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.57	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The proposed project includes all electric infrastructure, benefits from SMUD's SmartHomes and SolarShare programs, and will comply with all applicable energy conservation development standards.
10.58	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	Yes	Where site conditions permit, the project incorporates site design measures that reduce heating and cooling needs through building orientation.
10.59	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	Yes	The project will participate in SMUD's SolarShare program to provide access to solar.
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	Yes	Where site conditions permit, the project incorporates southern orientation for multi-family residential units.
10.61	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.63	Office park uses shall install automatic lighting and thermostat features.	n/a	The project does not include office uses. Therefore the policy does not apply to the project.
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commercial or public buildings. Therefore the policy does not apply to the project.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	Yes	The project includes all electric residential infrastructure, and is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.66	Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels. 10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.	Yes	The project will participate in SMUD's SolarShare program to provide solar access.

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

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

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Mangini Ranch Mangini Place Apartments: Applicant's FPASP Policy Consistency Analysis

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

Attachment 15

Environmental Noise Analysis Dated July 8, 2021

Environmental Noise Assessment

Mangini Place Apartments

Folsom, California

BAC Job # 2021-103

Prepared For:

St. Anton Communities

Attn: Sahar Soltani
1801 I Street, Suite 200
Sacramento, CA 95811

Prepared By:

Bollard Acoustical Consultants, Inc.



Paul Bollard,
Principal Consultant

July 8, 2021



Introduction

The Mangini Place Apartments (Project) is located within the Folsom South of U.S. Highway 50 Specific Plan in Folsom, California. The Project site is located adjacent to Savannah Parkway to the east and Mangini Parkway to the south. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated Savannah and Mangini Parkway traffic noise levels at project site, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether future traffic noise levels would exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Noise Fundamentals and Terminology

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

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

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} or DNL, and shows very good correlation with community response to noise. The median noise level descriptor, denoted L_{50} , represents the noise level which is exceeded 50% of the hour. In other words, half of the hour ambient conditions are higher than the L_{50} and the other half are lower than the L_{50} .

Figure 1
Mangini Place Apartments - Project Location
Folsom, CA



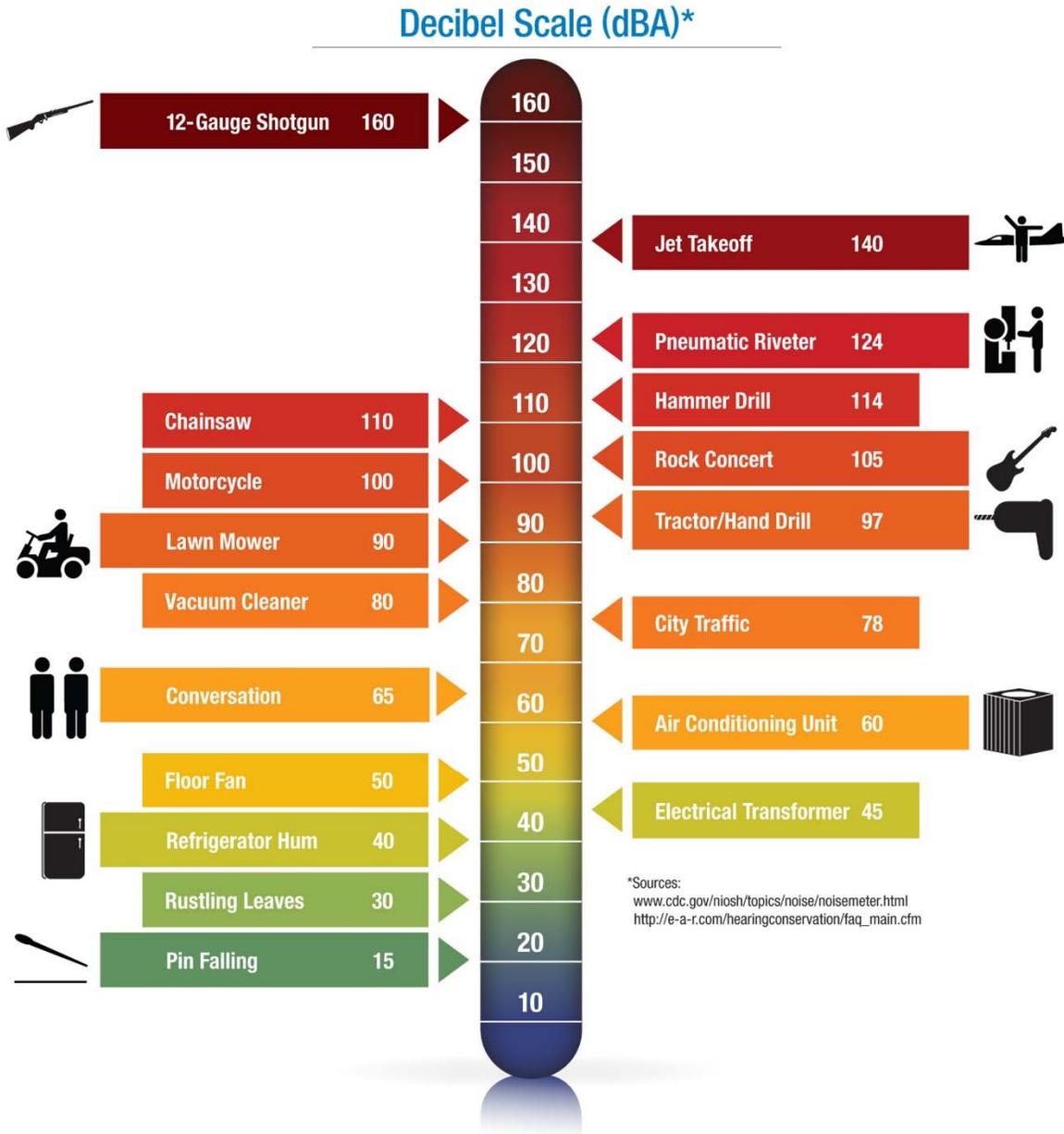
Figure 2
 Mangini Place Apartments – Project Site Plan
 Folsom, CA



	: STC 32 Windows on Upper-Floor Facades
	: Proposed Common Outdoor Activity / Pool Area



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



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

Criteria for Acceptable Noise Exposure

Folsom 2035 General Plan - Transportation Noise Sources

The Safety and Noise Element of the Folsom 2035 General Plan establishes exterior noise level standards for residential outdoor activity areas exposed to transportation noise sources (i.e., traffic). For multi-family residential uses, such as the apartments proposed by the project, the General Plan applies an exterior noise level limit of 65 dB DNL at the outdoor activity areas (i.e., common outdoor recreation / pool area). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities. The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

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

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Place Apartments development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

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

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

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).
- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the

following:

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

Pursuant to this mitigation measure, this report includes an analysis of future traffic noise impacts at the proposed apartments within this development. As determined in the following assessment, future residents of the development are expected to be exposed to future Savannah Parkway and Mangini Parkway traffic noise level exposure in compliance with the applicable Folsom General Plan 65 dB DNL exterior noise level standard for multi-family residential uses without the requirement for additional noise mitigation measures.

Although future Savannah and Mangini Parkway traffic noise levels are predicted to satisfy the applicable Folsom General Plan interior noise level standard within the first-floor apartments located nearest to Mangini Parkway, this assessment includes a recommendation for window assembly upgrades to ensure for satisfaction of the General Plan 45 dB DNL interior noise level standard with a factor of safety for upper-floor apartment facades proposed adjacent to that roadway.

Evaluation of Future Traffic Noise Levels at the Project Site

Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The FHWA Model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions and is considered to be accurate within 1.5 dB in most situations.

Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the proposed outdoor activity area and interior spaces of the proposed apartment buildings within this development. Future traffic volumes for Savannah and Mangini Parkways were obtained from the Folsom South of Highway 50 Specific Plan EIR. The day/night distribution, truck percentages, and traffic speed for Savannah Parkway and Mangini Parkway were also obtained from the

Specific Plan EIR. The FHWA Model inputs and predicted future Savannah and Mangini Parkway traffic noise levels at the project site are shown in Appendix B and are summarized in Table 1.

**Table 1
Predicted Future Exterior Traffic Noise Levels at Mangini Place Apartments¹**

Roadway	Receiver Location	Predicted DNL (dBA) ²
Savannah Parkway	Outdoor activity areas	50
	First-floor facades	62
	Upper-floor facades	65
Mangini Parkway	Outdoor activity areas	53
	First-floor facades	65
	Upper-floor facades	68

¹ A complete listing of FHWA Model inputs and results for Savannah and Mangini Parkway are provided in Appendix B.
² An offset of +3 dB was applied at upper-floor building facades due to reduced ground absorption of sound at elevated positions.
 Source: *Bollard Acoustical Consultants, Inc. (2021)*

Analysis of Future Exterior Traffic Noise Level Exposure at Outdoor Activity Areas

As indicated in Table 1, future Savannah and Mangini Parkway traffic noise levels at the outdoor activity areas (common pool area) are predicted to be well below the applicable Folsom General Plan 65 dB DNL exterior noise level standard. As a result, no further consideration of exterior noise reduction measures would be warranted for future Savannah and Mangini Parkway traffic at the outdoor activity area of this development.

Analysis of Future Interior Traffic Noise Level Exposure within Residences

As indicated in Table 1, future Savannah and Mangini Parkway traffic noise levels at the first-floor building facades of the nearest proposed apartment buildings would be 62-65 dBA DNL. Based in this proposed exterior noise exposure, building façade noise attenuation of 20 to 23 dBA would be required of first-floor facades to ensure satisfaction with the City’s 45 dB DNL interior noise standard with a 3 dBA margin of safety.

Also as indicated in Table 1, future Savannah and Mangini Parkway traffic noise levels at the upper-floor building facades of the nearest proposed apartment buildings would be 65-68 dBA DNL. Based in this proposed exterior noise exposure, building façade noise attenuation of 23 to 26 dBA would be required of upper-floor facades to ensure satisfaction with the City’s 45 dB DNL interior noise standard with a 3 dBA margin of safety.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future Savannah Parkway noise levels to a state of compliance with the City’s 45 dBA DNL interior noise standard within both first, second- and third-floor apartments proposed nearest to that roadway. Standard construction

would also be adequate to reduce future Mangini Parkway noise levels to a state of compliance with the City's 45 dBA DNL interior noise standard within first-floor apartments proposed nearest to that roadway. However, Standard construction may not be adequate to reduce future Mangini Parkway noise levels to a state of compliance with the City's 45 dBA DNL interior noise standard within upper-floor apartments proposed nearest to that roadway. As a result, it is recommended that all upper-floor windows of residences constructed adjacent to Mangini Parkway be upgraded to a minimum Sound Transmission Class (STC) rating of 32. The location of facades where this recommendation would apply are illustrated on Figure 2. In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

Conclusions and Recommendations

Residences of the Mangini Place Apartments are expected to be exposed to future exterior Savannah and Mangini Parkway traffic noise level exposure in compliance with the applicable Folsom General Plan 65 dB DNL exterior noise level standard for multi-family residential uses at the proposed common outdoor activity area of this development. As a result, no additional exterior noise mitigation measures would be warranted for this project.

In addition, standard residential construction (i.e., stucco siding, STC-27 windows, door weatherstripping, exterior wall insulation, composition plywood roof) is expected to be adequate to reduce future Savannah and Mangini Parkway traffic noise levels to 45 dB DNL or less within the first-floors of all apartments proposed adjacent to those roadways, and within the upper-floors of the apartments proposed adjacent to Savannah Parkway. To ensure satisfaction with the City of Folsom 45 dB DNL interior noise standard within the upper-floor apartments proposed adjacent to Mangini Parkway, the following specific noise mitigation measures are recommended for this project:

- 1) All upper-floor windows of residences constructed adjacent to Mangini Parkway from which the roadway would be visible (i.e., west, south, and east-facing windows) should be upgraded to a minimum STC rating of 32. Figure 2 shows the facades where this recommendation would apply.
- 2) Mechanical ventilation (air conditioning) should be provided for all apartments within this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans shown on Figure 2, and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above could cause future traffic noise levels to differ from those predicted in this assessment. Bollard Acoustical Consultants, Inc. is not responsible for such deviations or degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Place Apartments project. Please contact BAC at (916) 663-0500 or paulb@bacnoise.com with any questions regarding this assessment.

Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



Appendix B-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-103
 Project Name: Mangini Place Apartments
 Roadway Name: Savannah Parkway

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 15,700
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 1.5
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 40
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
	Outdoor activity area - pool	400	-5	48	39	42	50
	First-floor facades	120		61	52	55	62
	Upper-floor facades	120	3	64	55	58	65

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	18
70	38
65	81
60	175

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Appendix B-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2021-103
 Project Name: Mangini Place Apartments
 Roadway Name: Mangini Parkway

Traffic Data:

Year: Future
 Average Daily Traffic Volume: 12,200
 Percent Daytime Traffic: 83
 Percent Nighttime Traffic: 17
 Percent Medium Trucks (2 axle): 1.5
 Percent Heavy Trucks (3+ axle): 1
 Assumed Vehicle Speed (mph): 40
 Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
	Outdoor activity area - pool	200	-5	52	42	46	53
	First-floor facades	70		64	54	57	65
	Upper-floor facades	70	3	67	57	60	68

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	15
70	32
65	69
60	148

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



Attachment 16

Minor Administrative Modification Exhibit

MANGINI PLACE – minor administrative modification

July 29, 2021

MINOR ADMINISTRATIVE AMENDMENT (MAM) – Transfer of Development Rights:

The MANGINI PLACE Transfer of Development Rights Exhibit is shown here.

A Transfer of Development Rights (TDR) is sought for the transfer dwelling units between parcels owned/controlled by the Applicant as shown below. The purpose of this transfer is to accommodate two (2) on-site caretaker units.

EXISTING DATA:

- Parcel 158 - MU 74du
- Parcel 148 - MU 150du
- 224 total units contained in the above Parcels.

PROPOSED DATA:

- Parcel 158 - MU 72du (-2du)
- Parcel 148 - MU 152du (+2du)
- 224 total units contained in the above Parcels.

The proposed transfer does not result in an increase or decrease in Plan Area total units.

Minor Administrative Amendment Compliance

The proposed entitlements seek a Minor Administrative Amendment (MAM) to the FPASP 2011 with a Transfer of Development Rights (TDR), as anticipated and permitted in the FPASP 2011, Chapter 13 Implementation, Section 13.3.1 Minor Administrative Amendment. The FPASP 2011 permits flexibility in transferring residential unit allocations (and commercial building area allocations) to reflect changing market demand. Transfer of residential unit allocations are allowed as a MAM consistent with FPASP 2011, Chapter 13 Implementation, Section 13.3.2 Transfer of Development Rights.

This proposed transfer of units does not add additional dwelling units to the FPASP, nor does a change in population result from this transfer of units. This proposed transfer of dwelling units does not change the land use designations/distributions of the units. The donor and receiver Parcels remain consistent with the density ranges allowed in the FPASP.

FPASP 2011 Section 4.7 describes the context in which transfer of residential units is expected or likely to occur. "The FPASP permits adjustments to the residential land use mix to reflect sensitive natural features as well as changing market demand for a particular housing type. Transfer of units is permitted between residential parcels provided that the Plan Area maximum entitlement of 11,461 dwelling units is not exceeded except by amendment of the FPASP. Each residential development parcel is allocated a certain number of dwelling units (see FPASP Table 4.3). If a parcel is developed at less than its allocation number, the remaining un-built units may be transferred to another residential parcel or parcels. Increases or decreases in residential density resulting from unit transfers shall not be less than the minimum or exceed the maximum allowable density for each residential land use category unless a request to increase or decrease the density is accompanied with a Specific Plan Amendment application pursuant to Section 13.3.1."

In addition to the requirements as set forth in Section 4.7 of the FPASP 2011 (above), the City shall approve residential dwelling unit transfers or density adjustments between any Plan Area residential land use parcel or parcels, provided the following conditions are met (below). *(Justification for compliance with FPASP Minor Administrative Modification criteria are shown are shown in blue italics.)*

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

